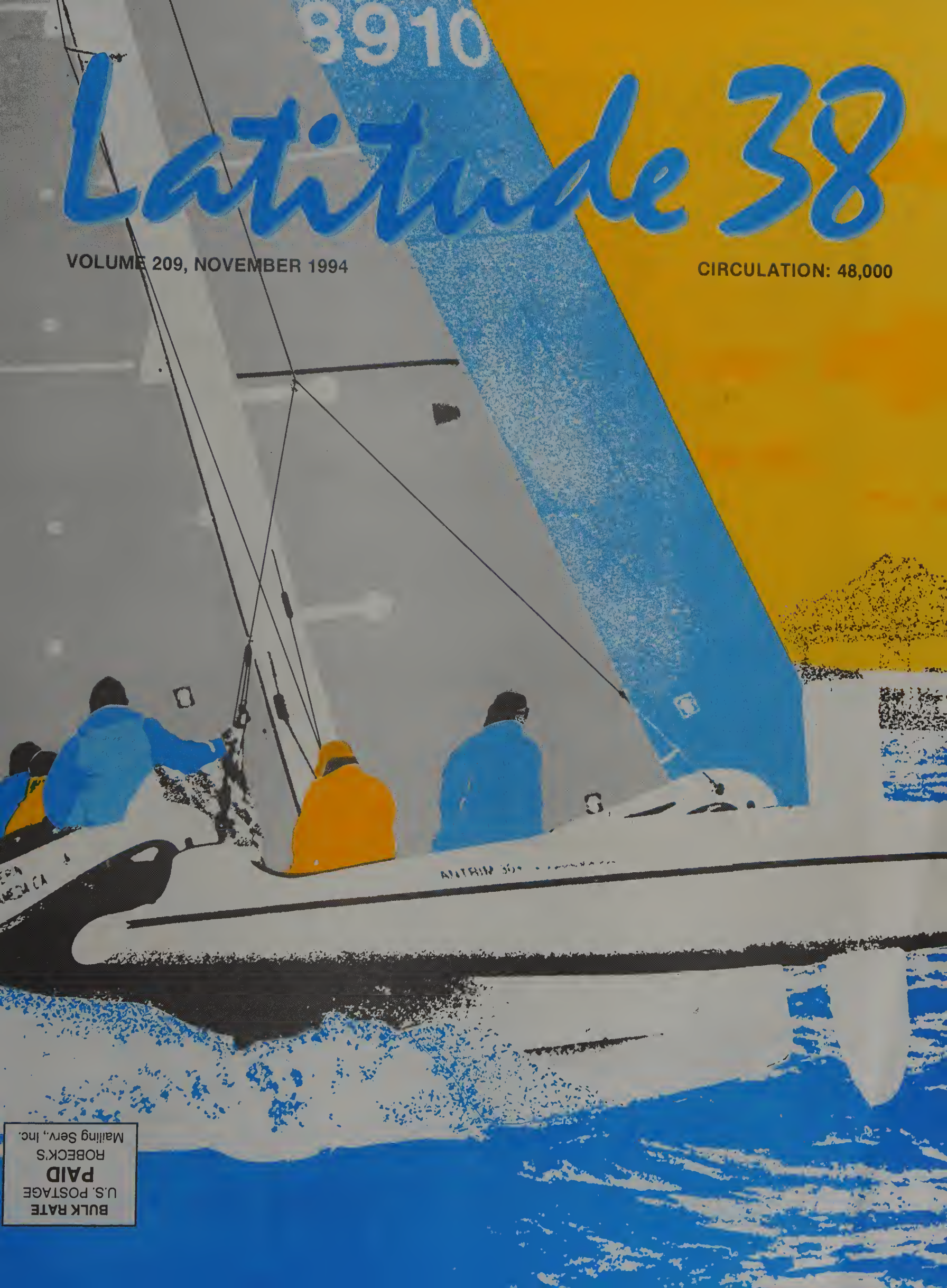


8910

# Latitude 38

VOLUME 209, NOVEMBER 1994

CIRCULATION: 48,000



BULK RATE  
U.S. POSTAGE  
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Mailing Serv., Inc.



# GOING TO MEXICO?

## WELL, MAYBE NOT...

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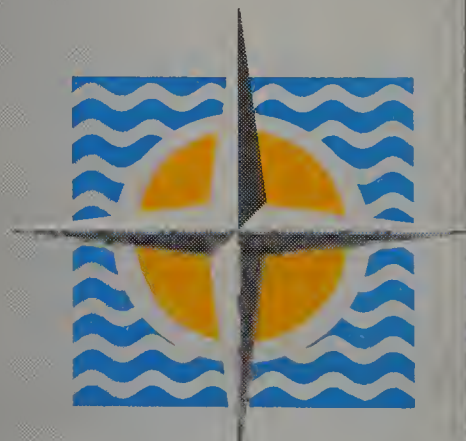
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# Re-request the Best!

Photo by Kelly O'Neil Photography



**\*Re-request**

The Express 37 one-design class holds its annual Championship Regatta as part of The Big Boat Series. Hosted by the St. Francis Yacht Club, the series provides some of the most challenging competition on San Francisco Bay.

Glenn Isaacson's *Re-request* finished first in the 12-boat fleet.

The Express 37 class is a healthy class. By stipulating that owners drive their own boats, by specifying the number of crew on the rail and by limiting sail purchases, the class rules are written to encourage participation in class racing.

These rules demand the most of the skipper, crew and equipment. These rules mean *Re-request's* sails have to be the best.

Glenn Isaacson had just one small "request" for Big Boat Series: success.

Glenn chose Pineapple Sails.

DEALER FOR: **Musto** Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda & Seabird Sailing Center in Berkeley  
Or Bay Riggers in Sausalito

We will be closed 11/24 - 11/27 for the Thanksgiving weekend.



## PINEAPPLE SAILS

\*Powered by Pineapples

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COVER PHOTO: *Latitude 38*/Richard  
Antrim 30 slices across the Bay with a daggerboard  
sharp enough to slice the Thanksgiving turkey.

Graphic Design: Colleen

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



# NOVEMBER'S NEW ARRIVALS!

## BENETEAU FIRST 42s7

New Arrival!



### Specifications

LOA .....	42'6"
LWL .....	35'9"
Beam .....	13'6"
Draft (Deep) .....	7'7"
Draft (Wing) .....	5'11"
Displacement ...	18,220 lbs approx.
Ballast (Deep) .....	6,283 lbs
Ballast (Wing) .....	5,840 lbs

**BENETEAU®**



This Bruce Farr design promises top performance. She is the ultimate racer/cruiser; with features such as discontinuous rod rigging, full batten main with lazy jack system, all lines lead to cockpit, leather covered wheel, recessed anchor windlass, opening transom, swim platform with ladder and cockpit shower. Below decks is a warm pearwood interior combining space and light in unparalleled beauty including offshore galley with refrigerator and plenty of storage. See this beautiful boat at our docks.

## ISLAND PACKET 37

New Arrival!



LOA .....	38'5"
LOD .....	36'5"
LWL .....	31'0"
Beam .....	12'2"
Fuel .....	50 gal. U.S.
Water .....	90 gal. U.S.
Headroom .....	6'4"
Displacement .....	18,500 lbs*
Ballast .....	8,200 lbs

\* approximately

## ISLAND PACKET YACHTS®

Passage Yachts is proud to introduce the all new Island Packet 37. A further evolution of the highly successful Island Packet design concept, it offers the sparkling performance, superior safety and seakeeping, ease of handling and spacious and liveable accommodations that have made Island Packet Yachts an industry benchmark for high quality cruising yachts.

**Join Us November 26<sup>th</sup> for a Champagne Reception to Introduce the New Island Packet 37 and Beneteau 42s7!**  
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*Sistership*



**BENETEAU FIRST 28.5, 1988.** Spacious interior. Harken furling. Custom full batten main, 90% 120% spinnaker. Fun on the Bay. **\$34,000.**



**BENETEAU 305, 1986.** Significant upgrades and meticulous maintenance makes this jewel one of the niftiest 30 footers available. **\$39,500.**



**BENETEAU FIRST 4515, 1991.** Powerful Bruce Farr design. Excellent condition. Inviting interior. **\$215,500.**

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**BENETEAU®**



**ISLAND PACKET YACHTS®**

**Sobre Mason**

## PARTIAL BROKERAGE LIST

### SAIL

27' CATALINA, 1974, ocean equipped ...	9,500
27' ISLAND PACKET, 1988 .....	55,000
30' ALBIN BALLAD, 1978, excellent .....	19,500
31' ISLAND PACKET, 1986 .....	69,000
33' APHRODITE, 1979, Swedish beauty ...	29,500
34' CORONADO, 1970 .....	26,500
35' ISLAND PACKET, 1989 .....	129,000
36' CS, 1981 .....	49,800
36' PEARSON, 1985 .....	69,500
37' TARTAN, 1981 .....	Inquire
38' ISLAND PACKET, 1989 .....	139,500
38' CABO RICO, 1988 .....	160,000
40' PEARSON, 1979, offshore equipped ..	78,950
40' ISLANDER M/S, 1973, liveaboard ..	64,500
40' PASSPORT, 1982 .....	135,000

41' C&C, 1984 .....	99,500
49' TASWELL, 1991, magnificent .....	449,000

### BENETEAU BROKERAGE

BENETEAU FIRST 305, 1986 .....	38,500
28' BENETEAU FIRST 28.5, 1988 .....	36,000
35' BENETEAU FIRST 35s5 .....	78,900
38' BENETEAU FIRST 37.5, 1985 .....	85,000
38' BENETEAU FIRST 38, 1984 .....	79,000
43' BENETEAU 432, 1987, new eng ..	109,000
45' BENETEAU FIRST 4515, 1991 .....	214,900

### POWER

27' SEA RAY ENGINE OVERHAUL .....	\$23,000
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*Those listed in bold are located in Richmond*



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# Bay Island YACHTS

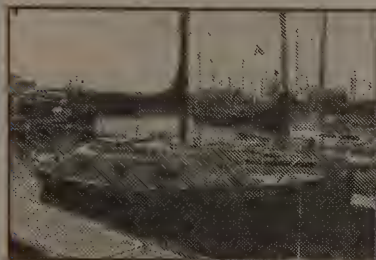
## SMALL YACHT DIVISION



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24' Ranger .....	3,950
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26' Laguna .....	9,000
27' Bristol .....	13,900
27' Cal T-2 .....	12,900
27' Catalina .....	5,950
28' Triton .....	12,500

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30' Ericson, 30+ .....	35,000
30' Pearson 303 .....	34,900
30' Newport .....	16,500
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32' Coronado .....	13,995
35' Cheoy Lee Lion .....	30,000

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44' Jeanneau Sun Magic .....	\$119,000
44' Elite 446 .....	\$151,000
50' Oceanis .....	from \$147,500
51' Sun Odyssey 1992 REPO .....	\$229,000
51' Sun Odyssey 1991 loaded .....	\$266,900
52' Gib Sea .....	\$181,900
52' Dynamic .....	\$202,500

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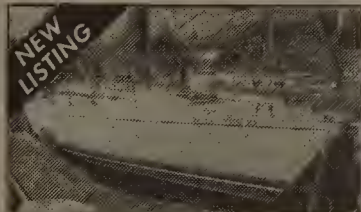
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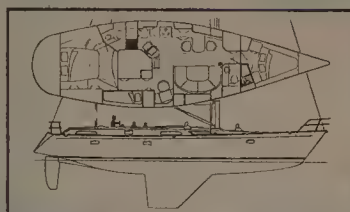
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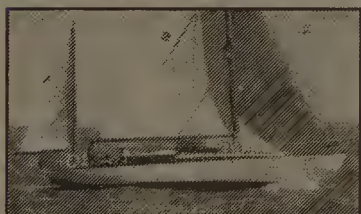
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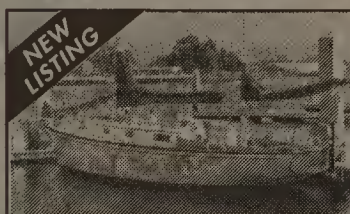
37' HUNTER LEGEND ..... 84,500  
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40' DUTCH YAWL ..... 54,500  
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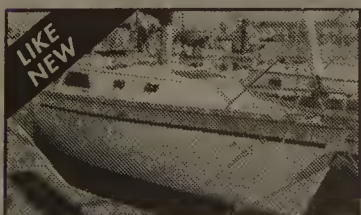
37' TAYANA ..... 84,500  
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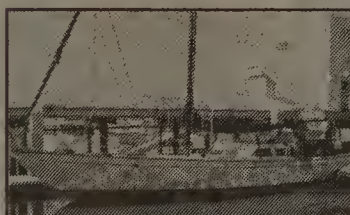
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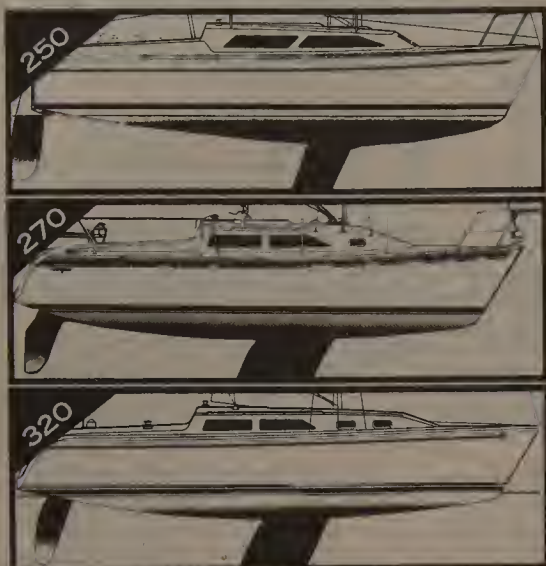
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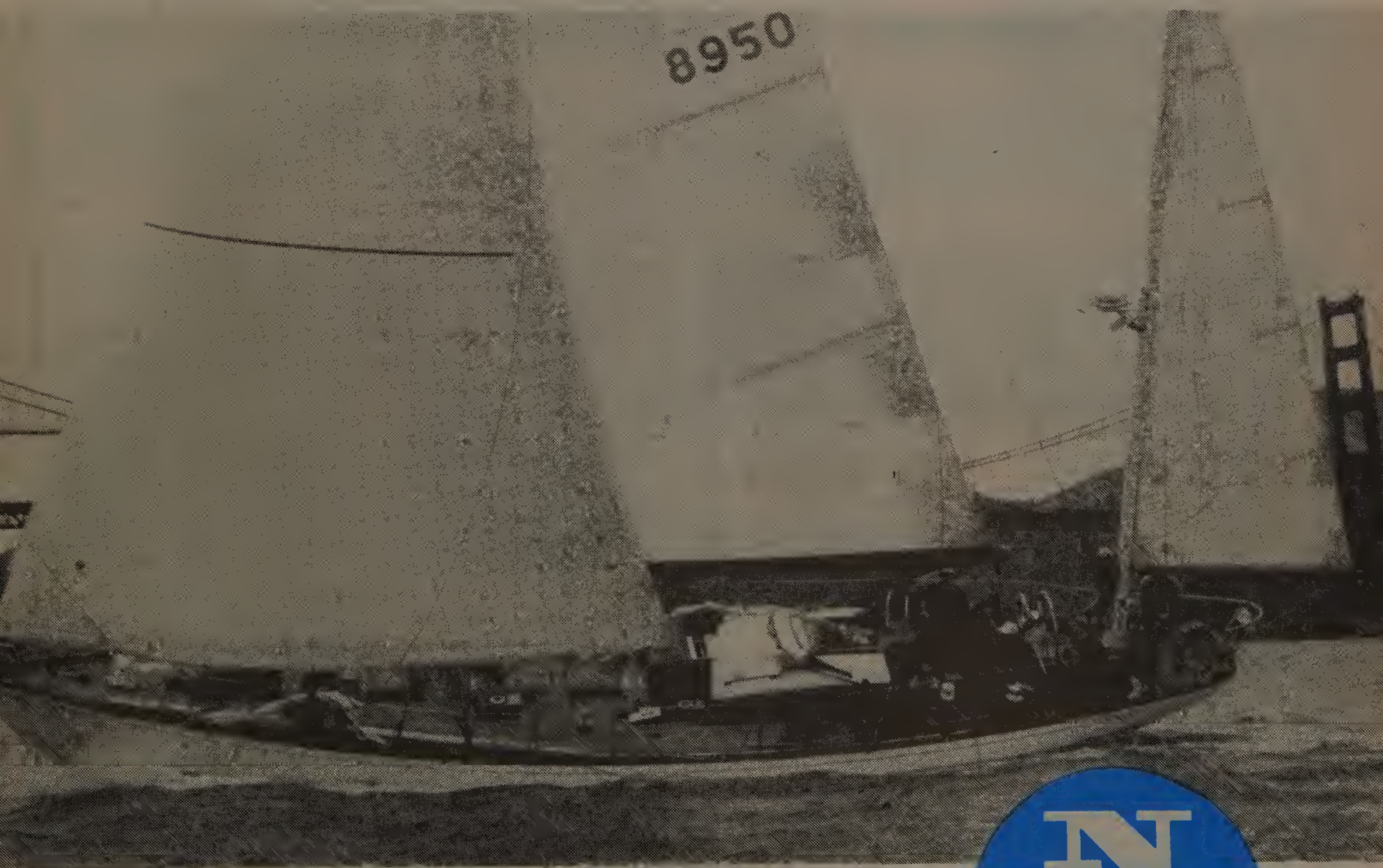
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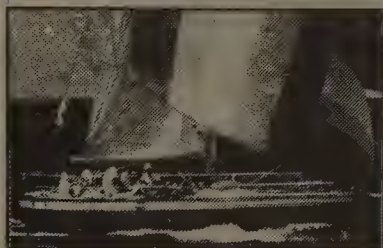
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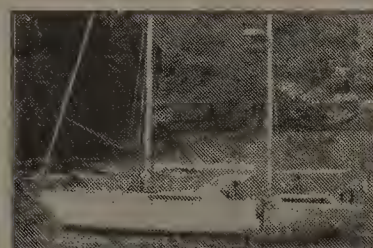


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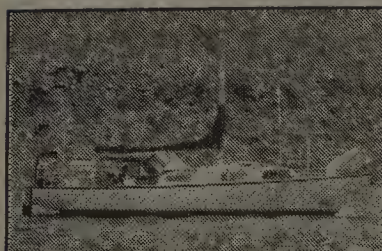


**37' RAFIKI CUTTER, 1980.**  
Asking \$69,000.

30' CATALINA, '92 .....49,000  
35' CORONADO, '74 .....32,000  
37' SWEDISH Steel Ketch .....45,000  
38' WAUQUIEZ (Hood), '80 .....75,000  
40' GARDEN Schooner, '82 .....125,000

40' DUTCH YAWL, '53 .....54,000  
41' SEA FINN 411, '92 .....260,000  
42' HALLBERG RASSY .....175,000  
44' AMAZON Steel Cutter, '92 (Canada) 239,000  
44' SWAN 441, '80 (Sweden) .....215,000  
45' COLUMBIA, '73 .....67,000

48' C & C, '81 (Florida) .....189,500  
51' KANTER Pilothouse (new) .....365,000  
65' MACGREGOR, '87 .....90,000  
75' FRERS PJ Sloop, '81 (Med) .....350,000  
98' STAYSAIL Schooner, '14 .....275,000



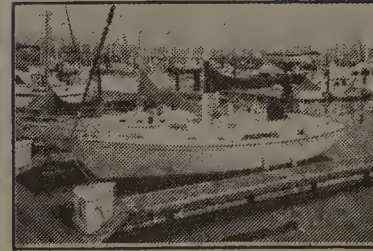
**35' CENTER COCKPIT SLOOP**  
English Warrior design 1973.  
Recent refit, ready to cruise.  
Asking \$39,000.



**40' (LOA) ENGLISH GAFF ketch,**  
1985. Traditional beauty in fiberglass.  
Asking \$49,500.



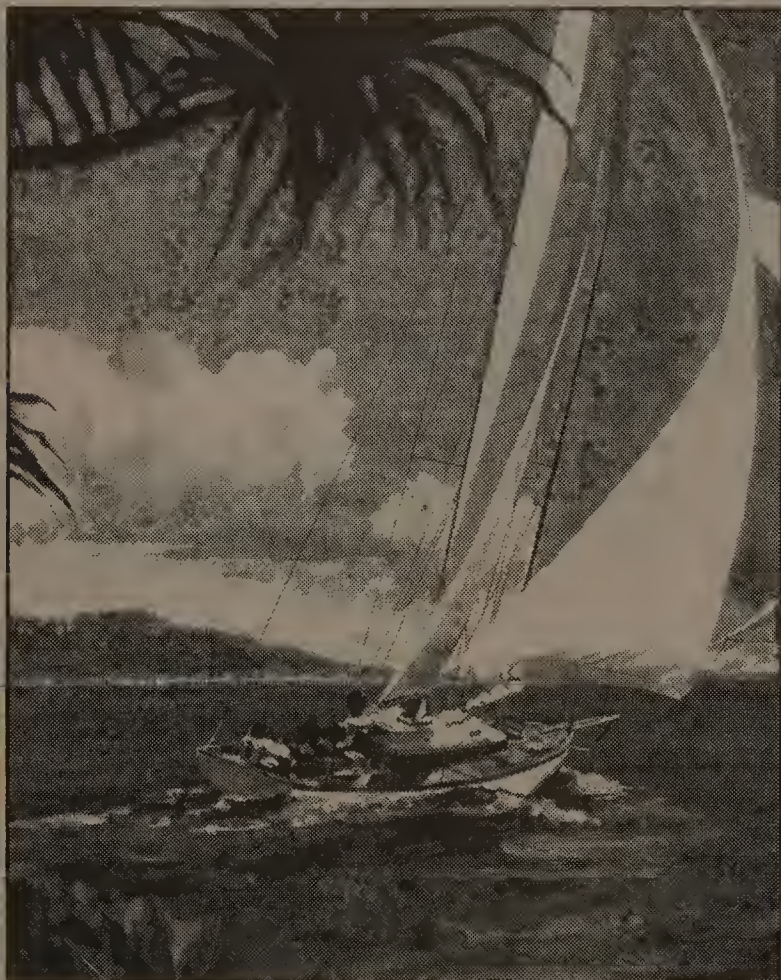
**36' SWAN 1969.**  
Lives up to its reputation.  
Shows pride of ownership.  
Asking \$51,900.



**43' C&C LANDFALL, 1985.**  
Aft cabin, center cockpit.  
Asking \$139,000.



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## Nonrace

**Nov. 3** — YRA Trophy Presentation for overall winners and their crews. Corinthian YC; 6:30-8:30 p.m.; RSVP, 771-9500.

**Nov. 4** — "The Story of the *Californian*," presented by Ward Cleaveland at Stockdale Marine (Sacramento), 7:30 p.m., free! Details, (916) 332-0775.

**Nov. 4** — Kenwood Cup on ESPN. Set the VCR for 4:30 p.m., but maybe check your TV guide first.

**Nov. 5** — Etchells Fleet #12 Annual Dinner, 7:30 p.m. at St. Francis YC. John Sutak, 394-0712 (days).

**Nov. 5, 12, 19, 26** — Splicing Seminars at the Sausalito West Marine Store, presented by Myron Coulson; \$5 per session; 3-4 p.m.; limited to six people. RSVP, 332-0202.

**Nov. 8** — Vote early, vote often.

**Nov. 8** — Auction of new and used sails at Lee Sail Loft in Alameda. Wine, cheese and home movies, too. Donald Bogart-Goring, (510) 523-9011.

**Nov. 11** — SBRA Annual Party/Meeting, 7:30 p.m. at the St. Francis YC. Steel drums, taco bar, door prizes, etc. SBRA Hotline, (408) 264-7245.

**Nov. 12** — Islander 36 Association Annual Meeting and Awards Cruise at Golden Gate YC. Noel Hyde, (510) 614-9181.

**Nov. 12, 19, 26 (and 12/3, 10)** — Session II of Lake Merritt Boating Center and Berkeley YC's Junior Sailing Winter Program. Four more sessions to follow; only \$20 per session! Held at Lake Merritt from 9 a.m. until 1 p.m. each day; info, (510) 444-3807.

**Nov. 12-13** — Marina Village (Alameda) Open Boat Weekend, 10 a.m. to 4 p.m., weather permitting. Info, (510) 521-0905.

**Nov. 15** — Sutter Sails Cruising Seminar #2: "Sail Design and Control of Sail Shape, Part II"; 7-9 p.m.; free. Details, 332-2510.

**Nov. 16** — "The Sailing Adventure of Alaska," a slide show by Bill Wakefield and Thea Mortell at West Marine's South San Francisco location; 7:30 p.m.; free. Info, 873-4044.

**Nov. 17** — Full moon.

**Nov. 17** — "Cruising South of the Border," a free slide presentation by Trish Lambert; 7 p.m. at Waypoint (Alameda). Space is limited; RSVP, (510) 769-1547.

**Nov. 18** — See above. Trish Lambert, who recently completed a cruising guide to Panama, will bring her slide show to the Encinal YC. Optional dinner at 7 p.m.; presentation at 8 p.m.; free and open to the public. EYC, (510) 522-3272.

**Nov. 19** — Third Annual Ham Radio Seminar at Oakland YC; 9 a.m. to 4 p.m.; \$20 fee includes breakfast and lunch; reservations recommended. OYC, (510) 522-6868.

**Nov. 19** — OYRA Annual Awards Banquet, 7 p.m. at Richmond YC. All ocean racers welcome; RSVP, Betty Lessley, 485-2301.

**Nov. 19** — Nelson's Marine Seminar #3: "Rigging, Deck Layouts and Sails," by Art Puett; 9-12 a.m.; \$25 fee; details, (510) 536-5548.

**Nov. 19** — CAT-CARE Seminar. Craig Wooster of Edinger Marine Service will lead a free hands-on seminar on things a skipper can do to keep his Caterpillar engine purring. 9 a.m. to 4 p.m. at 2021 Alaska Packer Place in Alameda. Free BBQ afterwards, too! Skippers must RSVP to (415) 332-3780.

**Nov. 20** — A Celebration of the Life and Spirit of Bernard Moitessier, 2 p.m. at the Sausalito YC. The documentary "The Long Way", narrated by Moitessier, will be shown, followed by readings from his books and stories about his life. Bring your own stories about Moitessier to share, if you wish, at the Celebration. RSVP, Isabella Conti, (510) 232-5234.

**Nov. 22** — Tahiti Cup Association Annual Meeting, 7:30 p.m. at the Berkeley YC. Come hear all about the upcoming Tahiti Cup, which will start on May 20 (San Francisco) and May 27 (Honolulu). For info on the meeting (or to obtain a race packet), call (510) 939-9885.

**Nov. 24** — Be thankful you're not a turkey.

**Nov. 26** — Titans of Sail on ESPN, 3:30 p.m. We have no idea



HOME OF



## South Beach Yacht Club

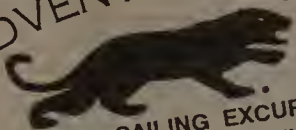
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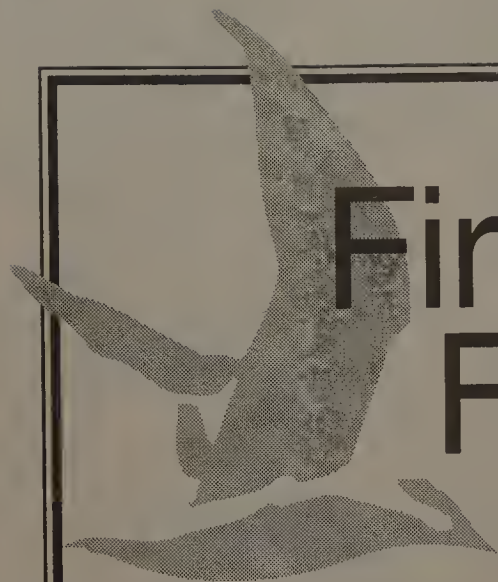
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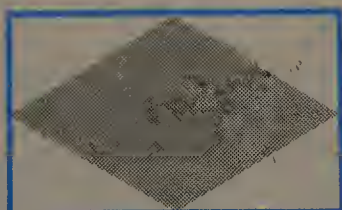




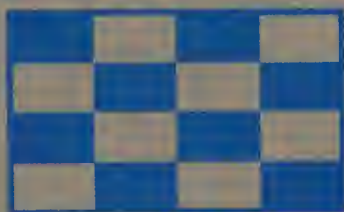


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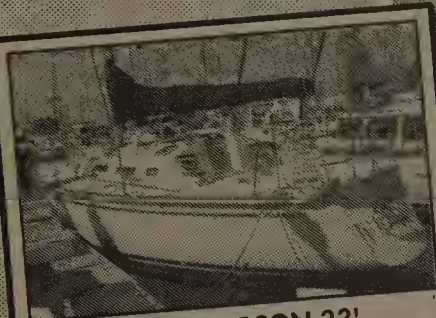
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(The way to buy and sell boats in the '90's)

### November 12 & 13

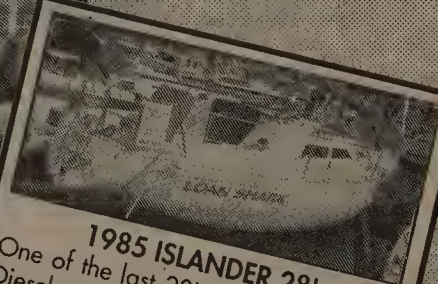
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10 am to 4 pm



#### 1986 PEARSON 33'

An oft-cabin, aft-head, late model from Pearson for less than the low book value. Very low hours on the diesel. Interior like brand new. Don't miss this one—she's worth it! Asking just \$49,500.



#### 1985 ISLANDER 28'

One of the last 28's built by Islander. Diesel, roller furl. Very nice. Asking \$27,000.



#### 1987 FREEDOM 32'

Two staterooms in the "big" thirty-two footer. Easily single handled and twice sailed to Hawaii and Palmyra. New dodger, spinnaker, autopilot. Tillotson-Pearson quality. Asking just \$54,750.

#### COASTAL CRUISERS

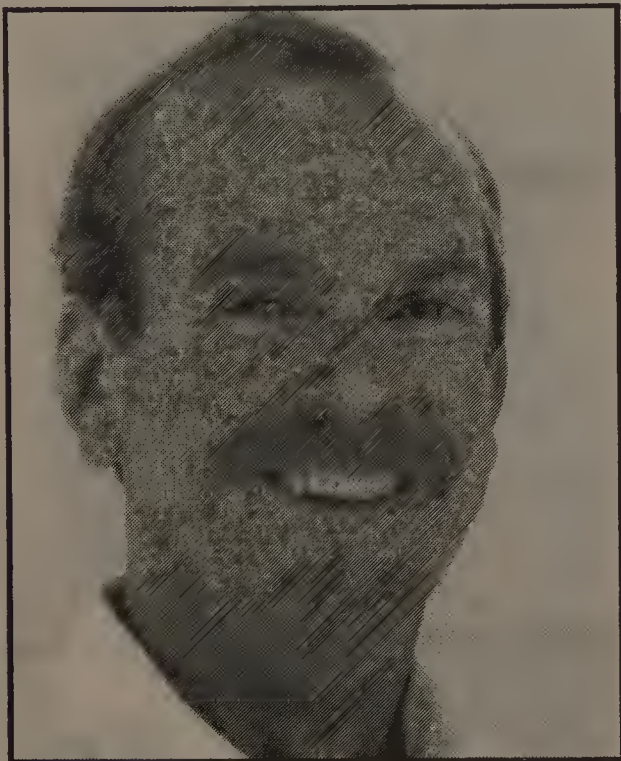
28'	ISLANDER	27,000
30'	CS	44,500
30'	VINDO	30,000
31'	HUNTER	25,000
33'	PEARSON	49,500
36'	FREEDOM	89,500
36'	MORGAN	38,750
36'	LANCER	2 from 39,950

#### LIVEABOARD CRUISERS

32'	FREEDOM	54,750
35'	CT	44,950
36'	ISLANDER FREEPORT	69,750
37'	ENDEAVOUR	63,000
42'	GOLDEN WAVE	107,000
42'	PEARSON KETCH	115,000



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## CALENDAR

what this show is about, but it sounds titanic!

**Dec. 2** — "Sailing the San Juans, the Gulf Islands and Vancouver Island," a free slide-illustrated show presented by Keith and Barbara Holland at Stockdale Marine; 7:30 p.m.; Info, (916) 332-0775.

**Dec. 3** — Delta Reflections Lighted Boat Parade, hosted by the Marina West YC of Stockton. Details, Tom and Nancy Lemasney, (510) 782-4555.

**Dec. 3** — Lighted Boat Parade on the Oakland Estuary. Lots of prizes! Info, (510) 834-4591.

**Dec. 10** — San Leandro Lighted Boat Parade. Ho, ho, ho! Details, 1-800-559-SAIL.

### Racing

**Nov. 1,2,4,5** — IACC Worlds (ongoing from October 28). Fleet racing off Point Loma for America's Cup boats (Nov. 5 race will be inside San Diego Bay). America's Cup '95, (619) 221-1995.

**Nov. 3** — Cruising Divisions begin Southwestern YC's San Diego to Cabo San Lucas Race, aka the new Baja Ha-Ha Race. SWYC, (619) 222-0438.

**Nov. 4-5** — Mercury Invitational, a 6-race series hosted by the Monterey Peninsula YC. Dick Clark, (408) 624-3956 (home).

**Nov. 5** — Champion of Champions. Who's the best in Santa Cruz? SCYC, (408) 425-0690.

**Nov. 10, 1881** — *Mischief* defeated the Canadian challenger *Atalanta*, representing the Bay of Quinte YC in Ontario, in the fourth edition of the America's Cup. Alexander Cuthbert's challenge was accepted reluctantly, as he had previously lost the 1876 America's Cup in a complete mismatch. *Atalanta*, which was dragged by mules on a barge down the Erie Canal to New York, likewise offered little competition. According to the Time/Life book *The Racing Yachts*, "In two races, sailed in strong winds, *Mischief* easily disposed of *Atalanta*. In the second race, the Canadians sailed so badly that the race committee ordered a tugboat to stay near her in case she capsized. *The Spirit of the Times*, a New York journal, contemptuously called *Atalanta* 'hastily built and miserably equipped', and pronounced the entire episode 'a stupid comedy'. The America's Cup as a yacht-racing institution had become a mockery."

**Nov. 11** — ULDB 70s and California 50s start Southwestern YC's San Diego to Cabo San Lucas Race. SWYC, (619) 222-0438.

**Nov. 12-13** — North-South Intersectional, hosted by UC Santa Barbara and Cal Poly on Lake Cachuma. The biggest college dinghy regatta (and campout) on the West Coast, including an 'afterguard' division for former collegiate sailors and friends. Blake Middleton, 723-2811.



Some rare birds were sighted on San Francisco Bay this summer.

**Nov. 25-27** — U.S.-Japan Goodwill Regatta, hosted by Orange Coast College (Newport Beach). Collegiate rockstars from around the country will take on (and probably thrash) their Japanese counterparts in FJs. Blake Middleton, 723-2811.

**Nov. 26** — Leg #2, BOC Challenge: 6,914 lonely, cold miles from Cape Town to Sydney. Can Isabelle stick it to the fleet again?



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## SAILING TIP

### Reeve it Right!

Reeving a tackle is the process of running the line through the blocks. It can be frustrating and the results are often bad – crossed lines that cause friction.

There are some tricks that make reeving tackles easier.

First, whenever possible reeve the tackle backwards, starting at the cleat and working back into the tackle to the becket. This ensures that you always approach the cleat in the right direction (a common problem when reeving the other way). It's also easier because you only have to deal with five or six feet of line and don't have to pull the whole length of the sheet through the blocks.

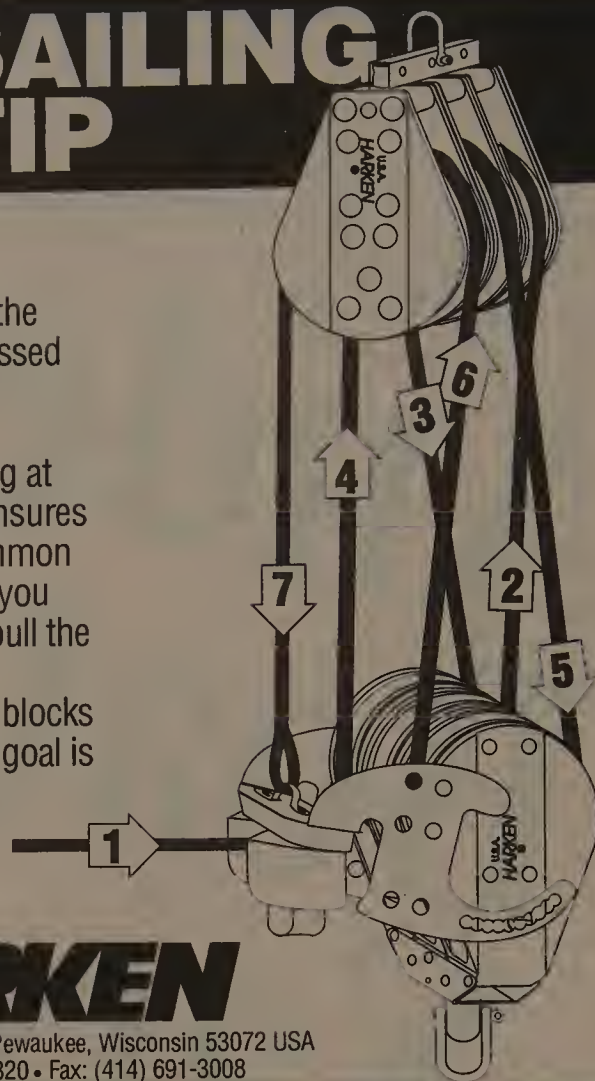
Second, be open-minded. Sometimes the upper and lower blocks won't be parallel when you reeve a tackle correctly. Since your goal is to minimize friction rather than design symmetrical systems, this doesn't matter.

The drawing shows how to reeve a 6:1 tackle. Notice that the blocks sit at a 45 degree angle to each other and the reeving starts at the cleat.

Dan Rondeau  
Harken, Pewaukee

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## CONGRATULATIONS

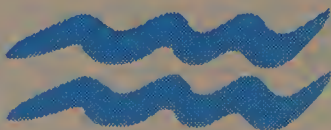
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### NOVEMBER 8

#### "CRUISING TO MEXICO"

Bernard Espinet has 70,000 miles of cruising experience including trips to Mexico, Europe, Canada, Brazil, Alaska and New Zealand. He also journeyed around the infamous Cape Horn of South America! The lecture will include slides from Bernard's latest Baja cruise. Topics will include everything you'd want to know about a sailing cruise to Mexico.

### NOVEMBER 22

#### "CRUISING TO THE SOUTH PACIFIC"

This lecture will be given jointly by two of MSA's most knowledgeable experts on sailing the South Pacific. Hear highlights from these instructor's most recent expeditions to the most exciting ports in the world!

### DECEMBER 8

#### "STORM STORIES AND STORM STRATEGIES"

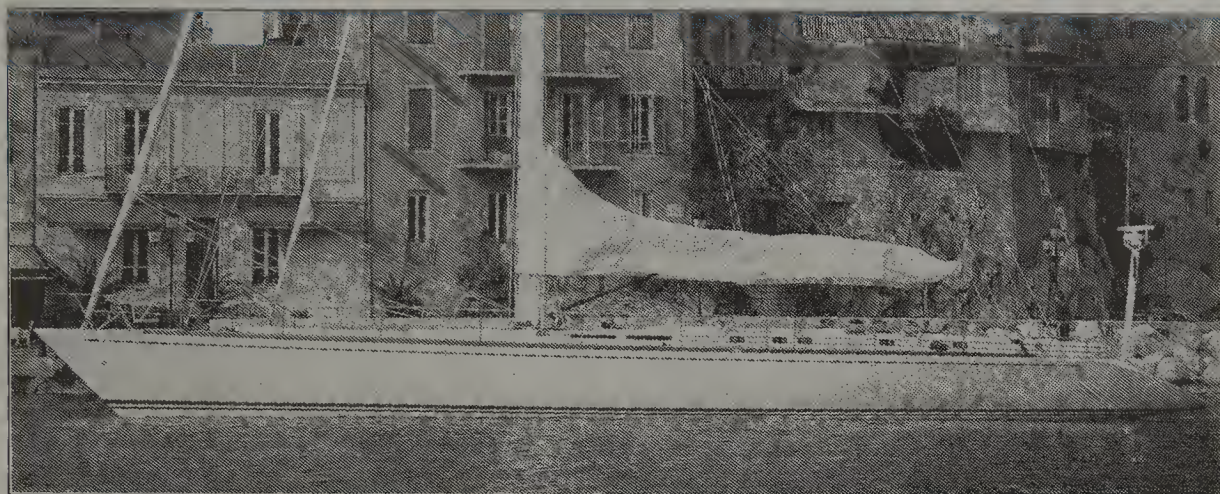
"It was a dark and stormy night. Three men were on a ship..." This lecture focuses on safety and preparedness when dealing with various storm conditions. Both Bill Price and Mark Rudiger are experienced offshore veterans with many adventurous stories and tips to share. A *must* lecture for serious sailors.

*Remember: It isn't nice to fool with Mother Nature!*

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A substantial benefit of leasing a yacht is the lease payment *itself*. This can be made by your business or company, virtually eliminating the frustration of you having to pay this cost personally with your hard-earned after-tax dollars.

Another area of savings is the sales tax. In a cash purchase, all of the sales tax money is collected up front. The purchaser receives no value for this money spent. When leasing, the purchaser only pays a small amount of sales tax on the individual monthly payment.

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You can be sailing the boat of your dreams with next to nothing out of your pocket. For example, you can lease a yacht with a value of \$175,000 for as little as \$1,805.00 per month and only \$4,610.00 down, subject to credit approval. Only yachts which are recognized as being of very high quality, such as Swans, will qualify.

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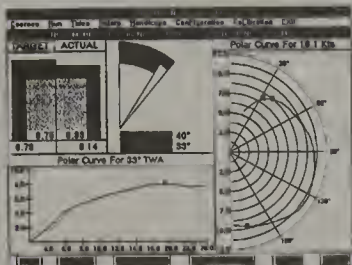
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# CALENDAR

**Dec. 4** — Regatta in Paradise, an all-woman Melges 24 Regatta at Tiburon YC. Alison Dimick, (510) 256-9125 (home).

## Midwinter Race Series

**BERKELEY YC** — Chowder Races: 11/26, 12/31, 1/28, 2/25, 3/25. Free! Paul Kamen, (510) 540-7968.

**BERKELEY/METROPOLITAN YC** — Midwinters: 11/12-13, 12/10-11, 1/14-15, 2/11-12. Bobbi Tosse, (510) 939-9885.

**CORINTHIAN YC** — Midwinters (1/21-22, 2/18-19) CYC, 435-4771 or Colin Gilboy, 331-8379.

**ENCINAL YC** — Jack Frost Series (11/19, 12/17, 1/21, 2/18, 3/18). EYC, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Perpetual (11/5, 12/3, 1/7, 2/4 (make-up on 3/4). GGYC, 346-BOAT.

**LAKE MERRITT SC** — Edna Robinson Memorial Midwinters: 12/10, 1/8, 2/11, 3/12. John Hege, (510) 832-4261.

**OAKLAND YC** — Brunch Series: 1/8, 1/22, 2/5, 2/19, 3/5. OYC, (510) 522-6868.

**RICHMOND YC** — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/5. RYC, (510) 237-2821 or Kim Desenberg, (510) 523-8330.

**SAN FRANCISCO YC** — Fall Series: 11/19-20, 12/17-18. SFYC, 435-9133.

**SANTA CRUZ YC** — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/18. SCYC, (408) 425-0690, or Mike Evans, (408) 476-5671.

**SAUSALITO CC** — "Bigger, Better Midwinters" (11/26, 1/28, 2/25). Pat Broderick, (707) 528-2109.

**SAUSALITO YC** — Midwinters: 11/6, 12/4, 1/8, 2/5, 3/5. Chuck Mellor, (707) 765-6620.

**SOUTH BAY YRA** — Winter Series: 11/19, 12/10, 1/21, 2/18, 3/18. Mike Dixon, (510) 635-5878.

**SOUTH BEACH YC** — 'IAOTIO' Series. Free pursuit races every Saturday from 10/1 until 3/25. SBYC, 495-2295.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

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### 1994 SEMINAR AND EVENTS SCHEDULE

- Nov. 2:** State-of-the-Art GPS Technology. Stuart Tolman.
- Nov. 3:** Cruising the Sea of Cortez. Middle Gulf — Gerry Cunningham.
- Nov. 9:** Provisioning and Cooking for Healthy Eating at Sea.  
Kay Pastorius (Kay is currently cruising Mexico aboard *Spice Sea*) \$10.
- Nov. 10/11:** Energy Management. Mike Symons — Everything you'll ever need to know about your boat's electrical system.
- Nov. 15:** Islands Less Visited. Tim Wilhelm — An off-the-beaten-track sailing adventure.
- Nov. 16:** Facts on Weather Fax. Dan Brown, San Diego Yacht Club, 1011 Anchorage Ln, upstairs.
- Nov. 22:** Cruising the South Pacific: Cruise Planning — Mike Sweet. Plan your trip to the South Pacific with Mike and Shellie.
- Nov. 30:** Medicine at Sea & Feminine Hygiene. Dr. Jim Koss, MD, & Dr. Ned Chambers.

All seminars start at 7:30 pm and are held at Point Loma Assembly, 035 Talbot St., except as noted. There is no charge except as noted.

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## November Weekend Currents

date/day	slack	max	slack	max
11/5Sat	0242	0459/3.0E	0808	1101/3.3F
	1349	1711/5.8E	2105	
11/6Sun		0008/4.5F	0337	0551/2.8E
	0902	1153/3.0F	1441	1803/5.5E
	2200			
11/12Sat	0250	0601/3.1F	0856	1205/3.1E
	1542	1840/2.6F	2119	
11/13Sun		0009/2.7E	0341	0649/3.0F
	0939	1252/3.5E	1633	1935/2.9F
	2220			
11/19Sat	0217	0425/2.1E	0743	1027/2.3F
	1313	1632/4.4E	2033	2332/3.3F
11/20Sun	0300	0505/2.0E	0818	1106/2.2F
	1348	1712/4.4E	2111	
11/24Thu		0221/3.0F	0556	0812/2.2E
	1142	1419/1.7F	1653	2020/3.6E
11/25Fri	0000	0310/3.0F	0640	0906/2.5E
	1249	1520/1.7F	1802	2114/3.3E
11/26Sat	0050	0400/3.0F	0724	1001/2.9E
	1353	1625/2.0F	1917	2212/3.1E
11/27Sun	0142	0451/3.0F	0808	1055/3.4E
	1451	1730/2.4F	2032	2311/3.0E



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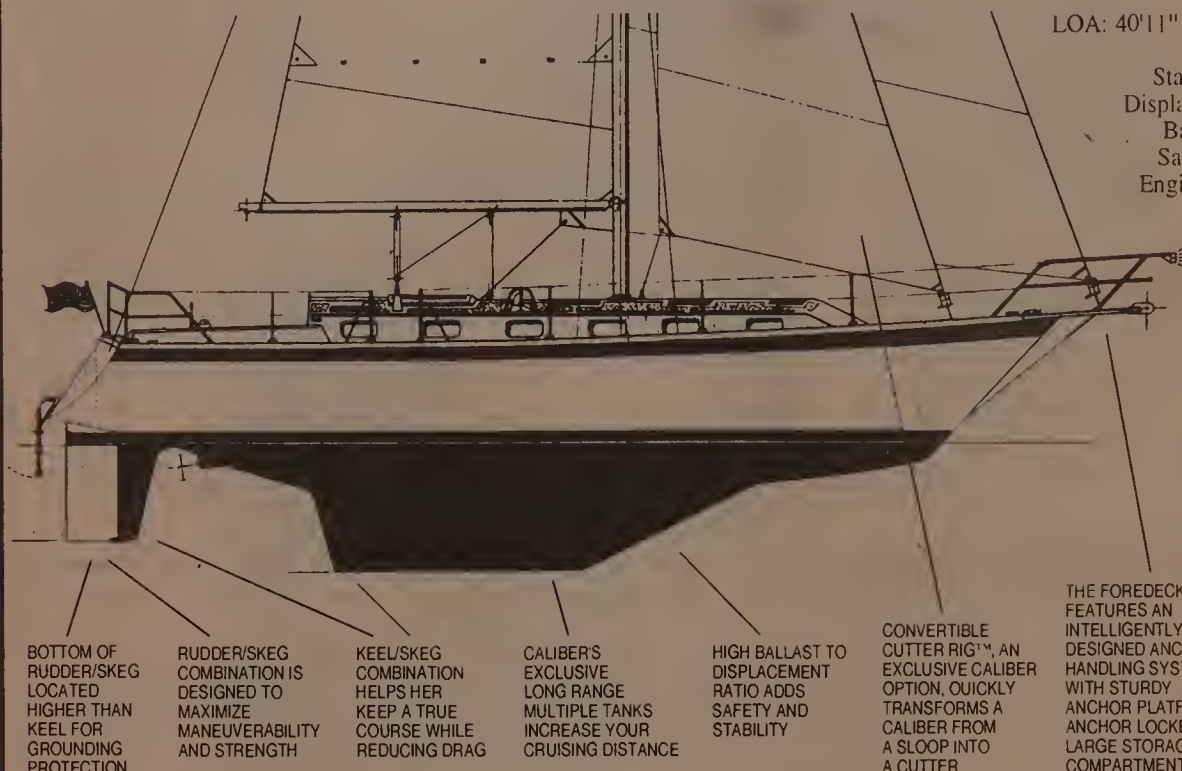
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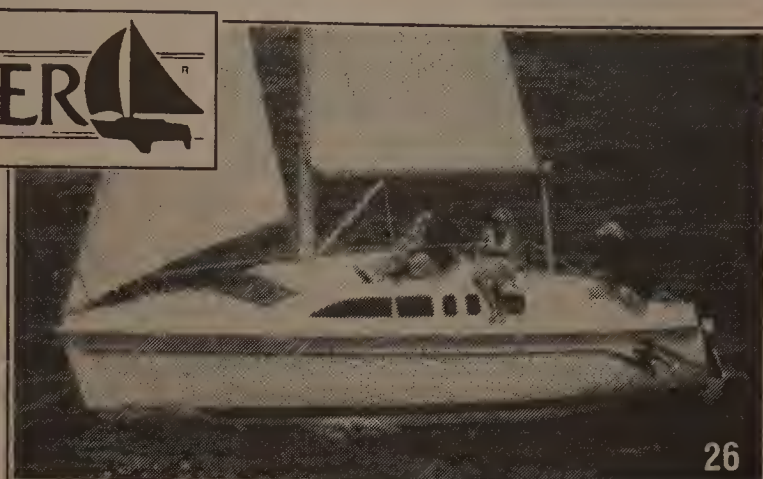
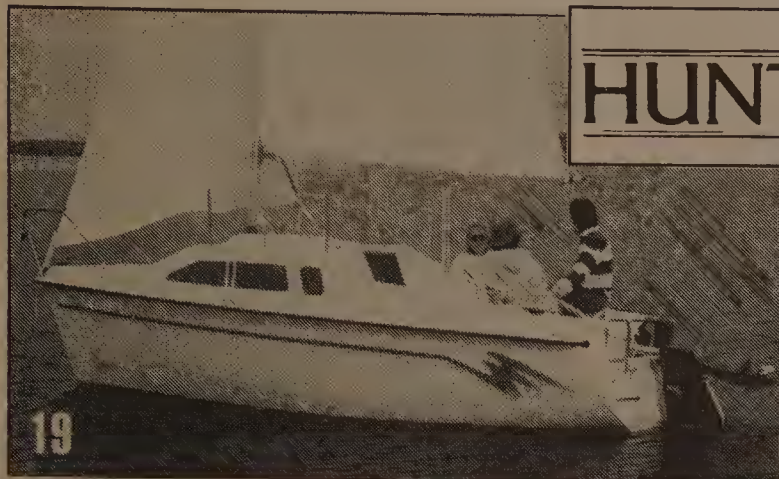
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14' Sunfish (2)	18' Buccaneer	22' Catalina (2)	25' Lancer
14' Lido	19' MacGregor	23' Santana	25' Catalina
16' Capri	19' Tangerine	23' San Juan	26' MacGregor
16' Neptune	20' Santana	23' Hunter 23.5	26' S-2 8.0
16' Kestrel	20' Ranger	24' Balboa	27' <b>SOLD</b> 72
16' Fireball			27' Balboa 8.2 (3)

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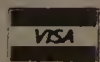
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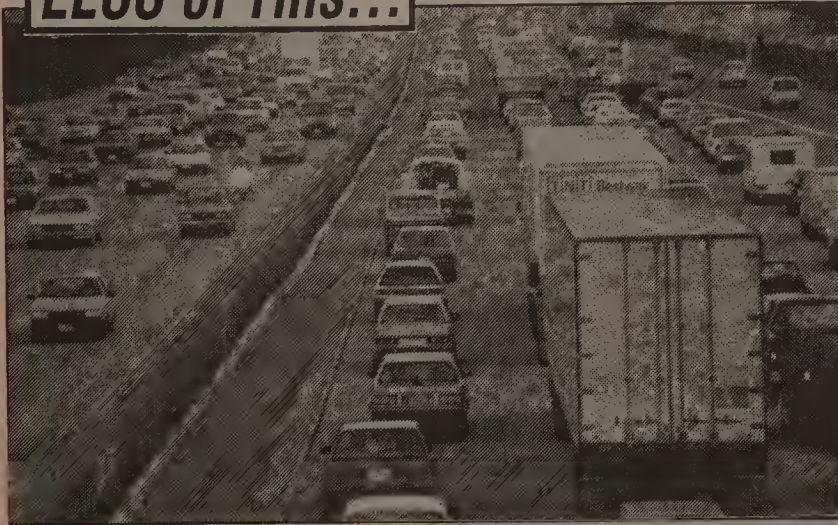
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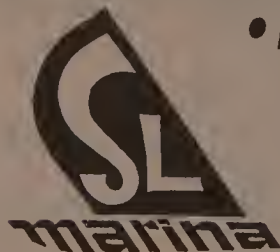
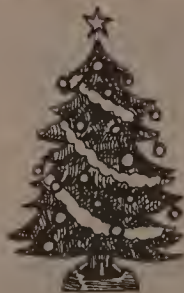
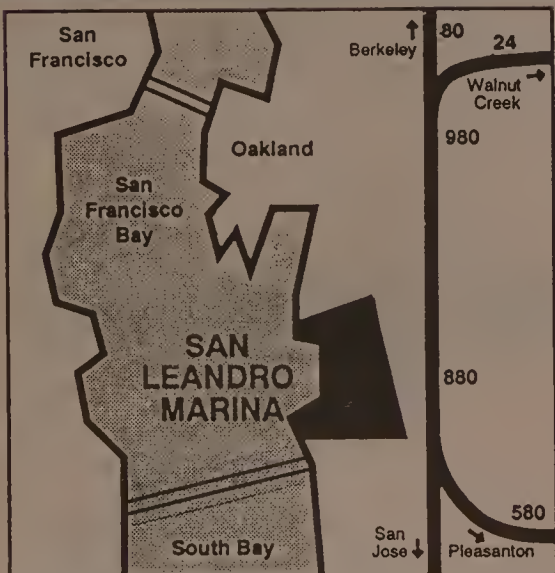


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# J/35 OWNER PROFILE #251



*Major Damage* leads in another close finish in the '94 Big Boat Series

well over 300 built there are some great brokerage deals on the market for a recently built, high quality boat. The fleet is taking steps to keep the cost of remaining competitive under control, and if you are smart with sail purchases and do some work yourself you can get a lot of boat at a very reasonable price. If you want an incredible 35 footer and don't want to spend a lot of money I can't think of a better boat."

**OWNER:** Chris Perkins. (Partners Dave Wilson Jr. & Sr.)

**BACKGROUND:** A lifetime of sailing started on the Bay with the San Francisco Yacht Club Junior Program. Grew up sailing Lasers against guys like Paul Cayard, Steve Jepsen and Craig Healy. UCSB sailing team and lots of competitive one-design racing in many classes.

**WHY A J/35?** "I was looking for two important things in a new boat. One was competitive one-design racing and the other was enjoying cruising with a bunch of friends or taking non-sailing friends and associates out on the Bay. The J/35 fit both criteria perfectly.

"From a racing standpoint the J/35 has terrific credentials. It's active worldwide and very active locally. The boat's performance is perfect for the Bay. It has excellent speed and stability both upwind and down, which makes the boat fun and easy to sail. The fleet is also very evenly matched. I've raced a lot of one-design fleets where a few boats seem to have much better speed. The '35s are always so close that you never feel like you're out of it.

"The boat also balances performance and cruising amenities very well. This summer I took my first real cruise on the boat and had a blast. We piled on bikes plus other gear and headed up the Delta. We tied up in Napa for two days and did a bike trip, then sailed on to Tinsley. We must have done 300 jibes in False River, but the boat is so easy to handle it was no problem. Cruising or just daysailing with work associates the boat has been comfortable and doesn't scare anyone aboard.

"What many people don't seem to notice is its great value. With

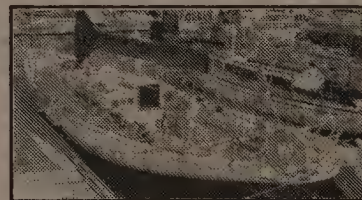
## BROKERAGE



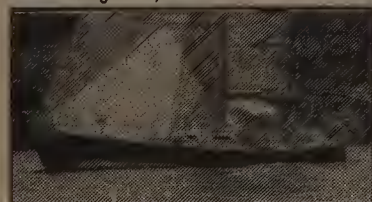
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** J/44, 1978, Gotcha .....	259,000
* 44' Annapolis 44, 1963 .....	59,750
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* 40' Garden, 1968 .....	Pending 39,900
38' C&C 38, 1976 .....	46,000
* 35' J/35, 1989, Redline .....	77,500
35' J/35, 1989, Icebreaker Pending	78,000

**35' J/35, 1984, Courageous .....	52,900
**35' J/35, 1984, Rival .....	67,500
**35' J/35, 1987, Law N' Motion .....	74,900
* 34' 11:Metre, 1993 .....	35,900
* 34' Dehler db 2, 1985 .....	21,500
* 33' Gurney Alum., 1968 .....	45,000
32' Pearson 323, 1982 .....	44,500
30' Catalina, 1985 .....	31,900
29' J/29, 1985, Whiplash .....	26,000

29' Cal, 1974 .....	19,800
27' J/27, 1985 .....	17,500
24' J/24, 1989 T.I.E. ....	26,500
24' J/24, 1980, Vixen .....	8,500
* 24' J/24, 1981, 1977 .....	9,000
* 24' J/24, 1986, Wet n' Wild .....	24,000
* 24' J/24, 1979, Jaw Breaker .....	7,500
**24' Melges 24, 1993 .....	35,900

### POWER

* 41' Chris Comm., 1983 .....	105,000
* 24' Limestone, 1989 .....	30,000

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* 46' Morgan, 1985 .....	BID
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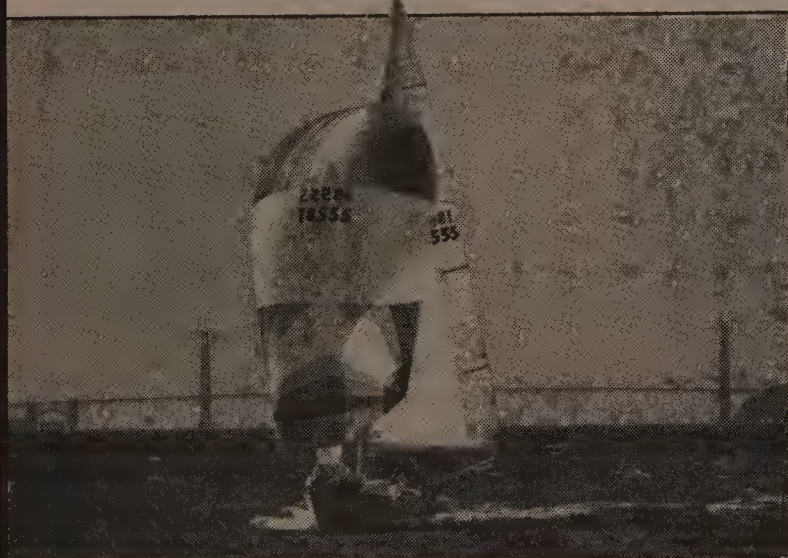


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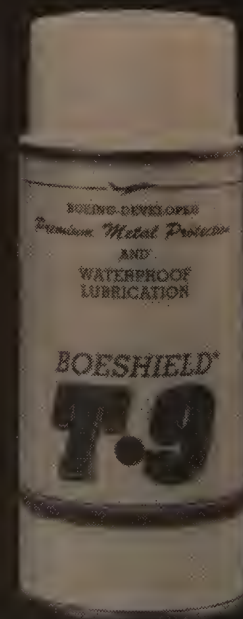
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# Seized Sailboat Public Auction

## United States Customs Service



**Ocean 71 "Elmos Fire"**  
**December 1, 1994 • 12:00 Noon**

- Fiberglass
- Ketch Rigged
- By: Southern Ocean Shipyard  
Poole, England
- Built: 1978
- Designer: E.G. Van de Stadt
- 3 State-rooms with 6 Berths
- Crews Quarters with 2 Berths
- Sat Nav, ADF, Radars (2), S.S.B.,  
Weather Fax, M.S.S. V.H.G.,  
Auto Pilot
- Air Conditioning
- L.O.A.: 71'
- Draft: 7'08"
- Gross Tonnage: 47
- Net Tonnage: 43
- Engine: 135 H.P. Perkins Diesel
- Aux.: Perkins 12KW
- 21 Lewmar Winches
- 11 Bags of Sails, including:  
6 Jibs, 2 Spinnakers,  
1 Staysail, 1 Main, 1 Mizzen



Auction conducted by  **EG&G DYNATREND** on  
behalf of the U.S. Customs Service, with all proceeds  
directed to the U.S. Treasury Department.

### Inspection Dates & Times:

November 15 • 11:00 A.M. - 3:00 P.M.  
November 19 • 11:00 A.M. - 3:00 P.M.  
November 30 • 9:00 A.M. - 4:00 P.M.  
December 1 • 10:00 A.M. - 12:00 Noon

### Registration:

December 1 • 10:00 A.M. - 12:00 Noon

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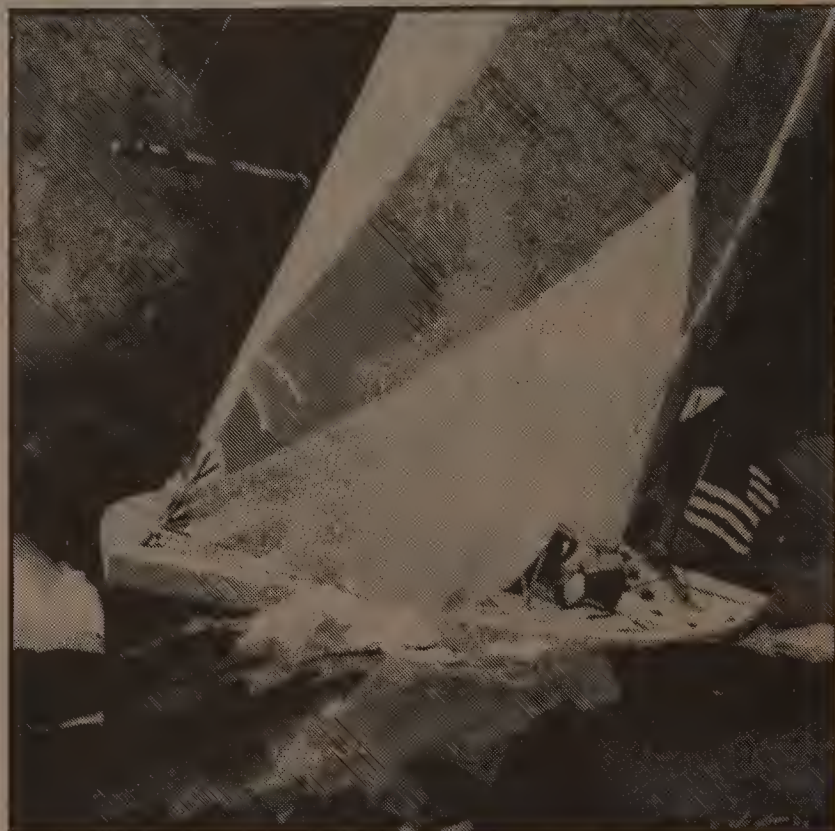
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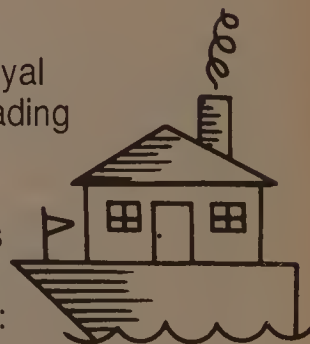
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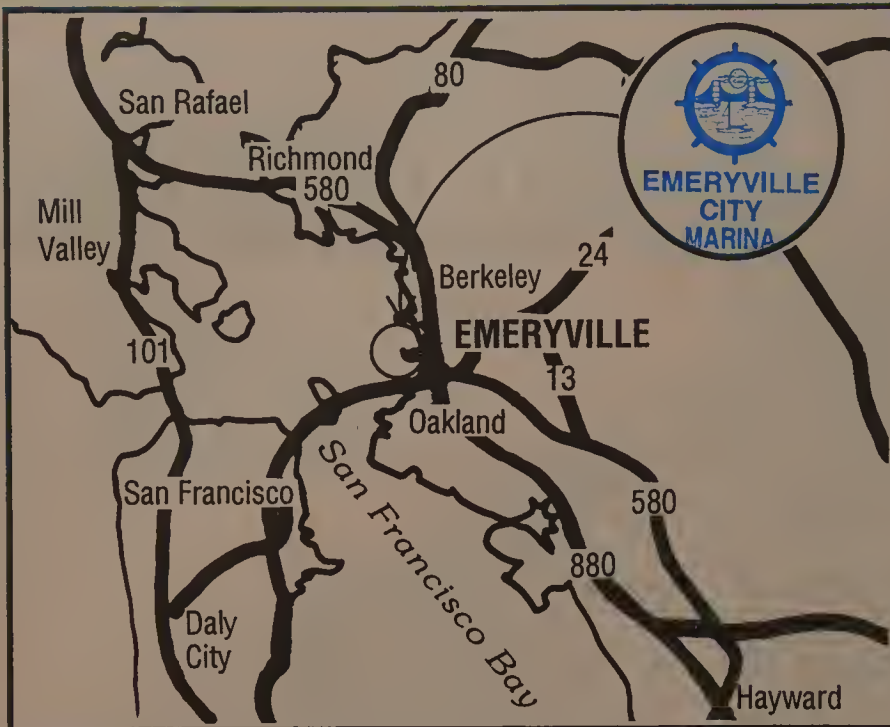
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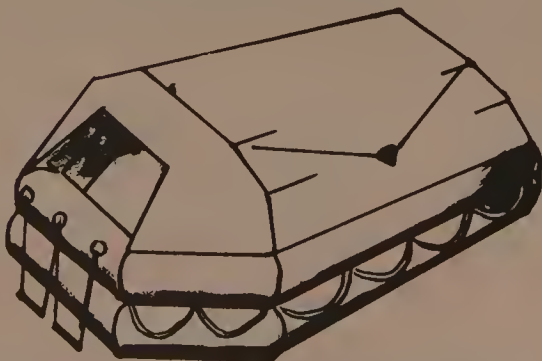
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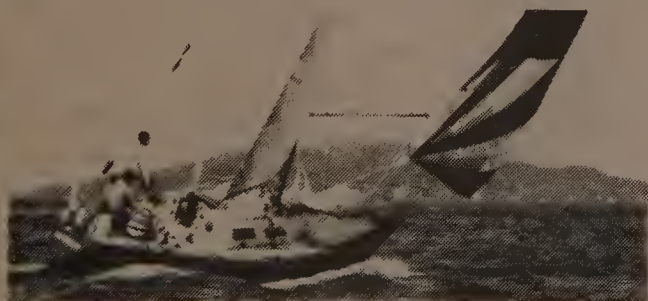
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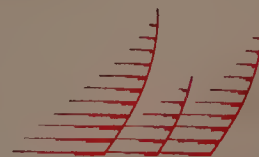
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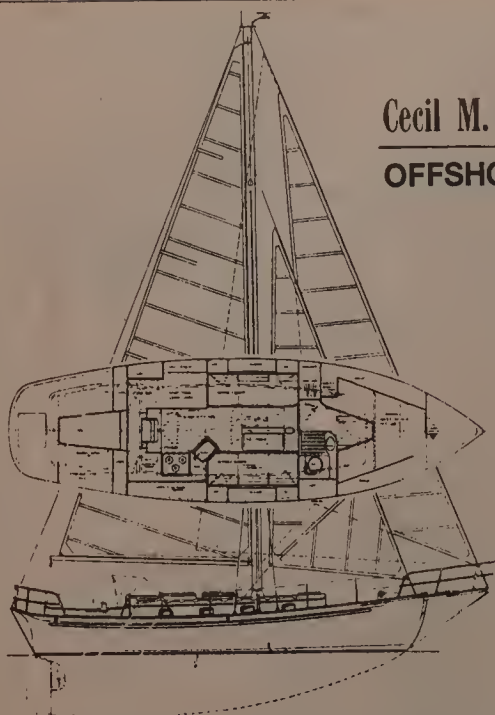


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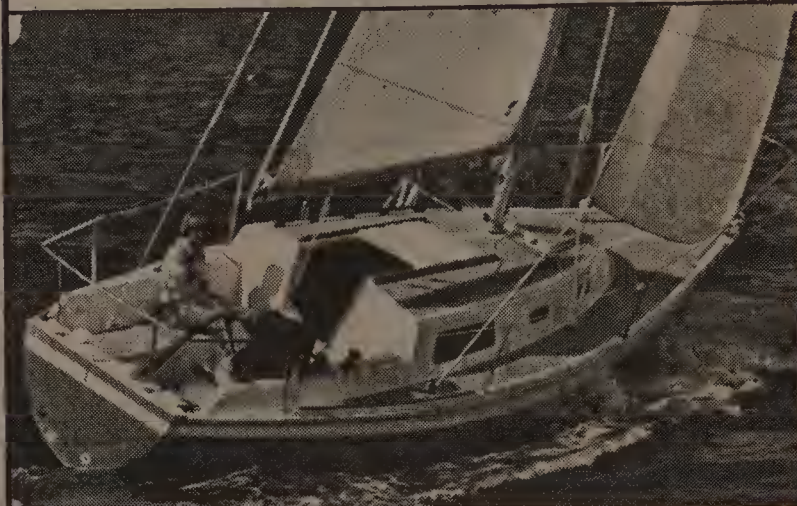
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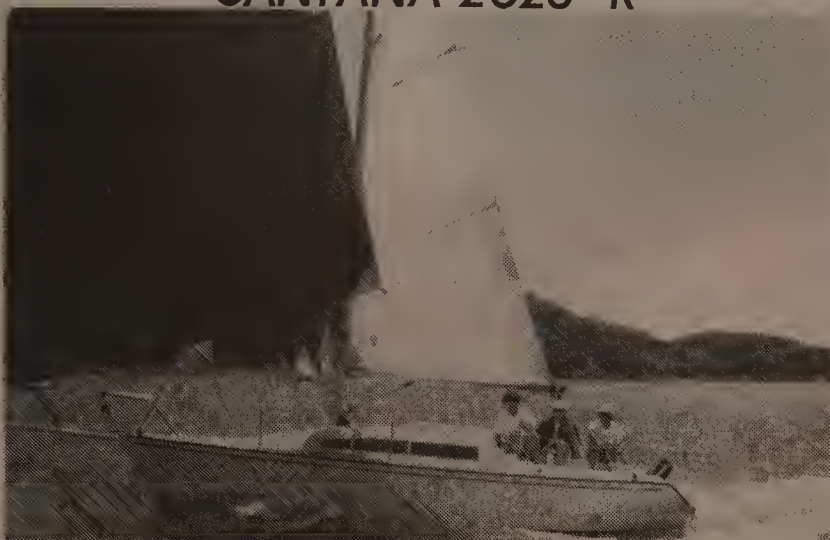


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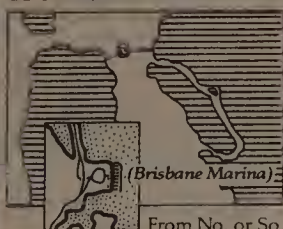
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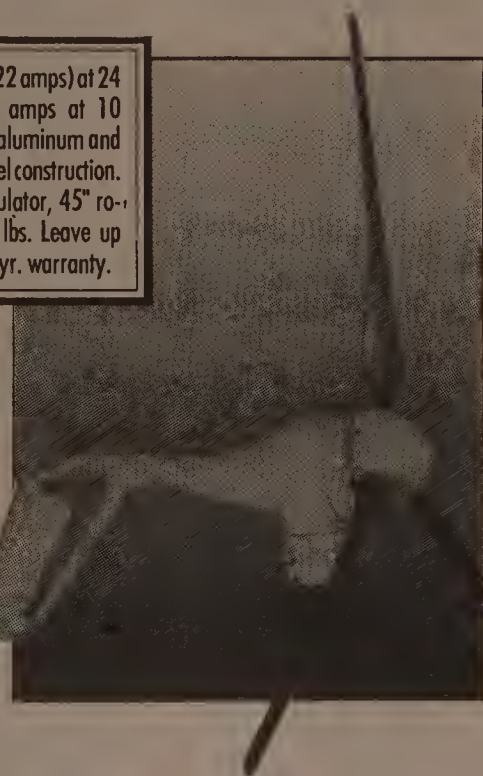
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BOAT NAME \_\_\_\_\_

TYPE \_\_\_\_\_ LENGTH \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE (\_\_\_\_\_) \_\_\_\_\_

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## LETTERS

### ↓↑BEGIN THE HEALING PROCESS

I was anchored east of Alcatraz for the Blue Angels Air Show on October 9, when the *Jeremiah O'Brien* embarrassed herself with some of the most inept, inconsiderate, short-sighted, rude and unprofessional ship-handling I have ever seen.

Having arrived almost two hours early to assure ourselves of a front-row seat for the airshow, we ended up with a front-row seat of a near disaster. The O'Brien added insult to injury by parking in the 'exclusion zone' the Coasties had been patrolling — and right in front of some of the very boats she had sent scurrying out of the anchorage only moments earlier!

Given the vigorous administration of sirens, flashing lights and loud-hailers that greeted smaller boats who even looked like they wanted to get near the exclusion zone, I'm not sure why the Coast Guard didn't put the O'Brien under closer supervision earlier. Perhaps they, like the rest of us, didn't believe she could possibly do anything that dumb.

Most small boat operators realize they must give commercial vessels the right of way in shipping lanes, but the Coasties had clearly sanctioned the area around Alcatraz as a temporary anchorage, and the boats who dropped hooks there had a right to expect that ships would stay clear.

I expect that the miscreant in control of the O'Brien has been punished by being sent to bed without dinner — if not without his Master's Certificate. Yet, the ill-feelings engendered among the spectator fleet by O'Brien's behavior may still linger. In fact, I found the following letter on my doorstep this morning. It appears to be an appeal from the family of the guilty party to mend his ways. I hope that you can find space to publish it, so that we can all share the pain that his family must be feeling, and begin the healing process. If we don't, I fear the responsible party has already taken the first step on the downward spiral that leads to shame, loss of self-esteem, and recklessness that goes with getting a reputation as "just another power boat operator."

*An Open Letter To The Driver Of the Large Gray  
Powerboat Being Operated Around Alcatraz On October 9th:*

Dear Son,

First off, your mother and I want you to know that just because you did a bad thing doesn't make you a bad person. However, because we love you, we want to help you learn from your mistakes. They say we can all learn from our mistakes, and your actions last Sunday, therefore, represent a wealth of knowledge which you can benefit from. Let's spend a little quality time together, and see what you could do better next time.

As you came by Alcatraz, you may not have noticed several hundred other boats parked — the nautical term is "anchored" — out where you wanted to go. The sailboats — the ones with the tall poles sticking up from their decks — are easy to spot when they are parked, because they don't have their sails up. The powerboats are a little tougher, but all boats that are parked have little ropes coming from their pointy parts and going down under the water.

Remember when you were learning to drive the car? Remember what we learned about running into parked cars? Cars and boats that are moving have a chance to see you coming and get out of your way, but when they are parked, you are the one who is supposed to stay clear. Even though your boat is almost 300-feet long and has all those pretty flags and anti-aircraft guns, you still can't drive it through a 'parking lot' for boats. You might either crash into them or wind their anchoring ropes up in your propeller and sink them. I don't think most of those people on those anchored boats really meant the things they said about your mother, but it still makes us feel bad.

Also remember that when you come a half-hour late to a show, you can't always expect that other people will move out of the way so you can have a front row seat. Many of the boats had been out there for hours waiting to see the airplane show — zoom! zoom! zoom! go





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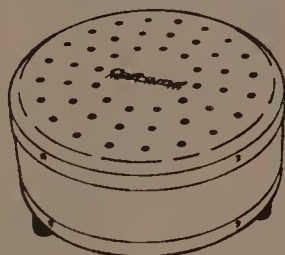


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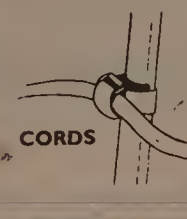
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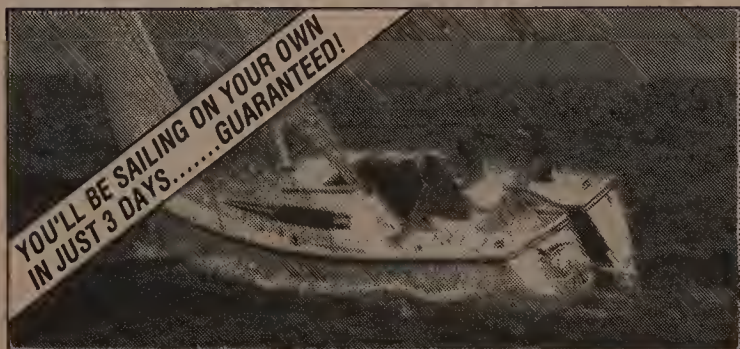
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## LETTERS

the airplanes. If they had wanted to see the side of a big gray ship up really, really close, they would have anchored over by Ft. Mason where you usually keep your boat.

The Coast Guard people will usually remind you when you make a mistake like that. Sometimes they call on the radio. Even if they don't call, you can listen in on channel 16 or 22 and hear what they are saying about you. Your mother and I think you were lucky they didn't see you. They were probably too busy making sure that all the little boats didn't go in the wrong place, and just didn't notice you.

Lastly, if you wanted to be in a parade, your mother and I would have let you be in the "Parade of Ships" on Saturday. When you finally got moving again, you could have gone out of the out-of-bounds area to the east toward the silvery bridge with the big concrete thing in the middle instead of staging your own "Parade of Ship" towards the big orange bridge. Lots of people admire you, but they were really out there for the airplane show, and not to see you. You may have received too much attention lately, and are beginning to act a little like a spoiled brat.

Don't be discouraged by this. Everyone makes mistakes when they are first learning. Eventually you will be able to do it like the big people. Some big people recently took a boat just like yours all the way to France and back, and didn't run into any other boats on the whole trip!

Just to make sure you have learned your lesson, your mother and I agree that until further notice, you must take an adult with you when you leave the dock.

It was signed, "Your Loving Father".

James Brown  
F-27, Already There  
Alameda

### THE BCDC FELT THREATENED

I want to thank those who supported my legal case against the Bay Conservation and Development Commission (BCDC) for their encouragement, financial support and prayers over the past three years. A short review of how I came to Richardson Bay may help you understand my motives for defending the rights of all mariners to navigate their vessels without government intervention.

While earning my Master's Degree in Theology at Golden Gate Baptist Seminary in Mill Valley, I felt the need to live in a community and to share my faith in God. Ken Ready, a dear friend who passed away this past January, led me to Richardson Bay. I felt God leading me to continue my ministry here after graduation. In order to support my ministry to the cruisers, commercial fishermen, yachtsmen and those who reside year round on Richardson Bay, I dive commercially. My only home is my 32-ft navigable sailboat, *Juniper*.

In 1987 I became involved in the 'battle' for Richardson Bay. I had no idea that it would go this far and I certainly did not want to get involved in the quagmire that is involved in any legal action. But I did see the hopes and dreams of all mariners who had vessels on Richardson Bay being threatened by an arbitrary and capricious ordinance. I feared that Richardson Bay would be closed to cruisers who needed to retrofit their vessels or take on provisions. The ordinance was vague and could be used as a club by any tyrant harbormaster. So I joined a lawsuit with over 30 other mariners against the government entities who were determined to sweep Richardson Bay clean of vessels.

The Richardson Bay Regional Agency (RBRA) entered into a three-year agreement with individual mariners to allow them to stay on the Bay in exchange for the mariners dropping their lawsuit. Meanwhile, BCDC felt their authority being threatened and filed a cross-complaint on behalf of the RBRA.

I was tried separately from the other mariners because I had a navigable sailboat. In July of 1992, Judge Lynn Taylor of the Marin Superior Court ruled that my vessel was not "Bay fill" and as such did not come under the jurisdiction of the BCDC.



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The parade theme is:

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Saturday, December 3, 1994, 4:30 PM

On the Oakland/Alameda Estuary off Jack London Square

### Boat Owner Entry Form

Boat Name \_\_\_\_\_  
Length \_\_\_\_\_ ☐ Power ☐ Sail ☐ Hand Powered  
Marina/anchorage \_\_\_\_\_ Slip # \_\_\_\_\_  
Contact \_\_\_\_\_ Tel.: (Day) \_\_\_\_\_ (Eve.) \_\_\_\_\_  
Mailing Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

All entries qualify for Sweepstakes and Landlubber's Choice. Complete details and assigned numbers will be sent to you upon receipt of this entry form. Every boat entry will receive an 8" x 10" color photograph and a brass Participant Plaque.

### Trophy Award Categories

- |                                                                                                            |                                                              |
|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 1. Sweepstakes                                                                                             | 9. Best Animation                                            |
| 2. Most Effective Use of Lights                                                                            | 10. Best Business Sponsored — Sail                           |
| 3. Most Whimsical                                                                                          | 11. Best Business Sponsored — Power                          |
| 4. Master Mariners (Best Entry from Classic Sailboats)                                                     | 12. Best Yacht Club Entry                                    |
| 5. Classic Yacht (Best Entry from Classic Yachts — Built pre-1942)                                         | 13. Club with Most Entries                                   |
| 6. Hand Powered Boats (Whaleboats and Dinghies) *                                                          | 14. Best Commercial Working Vessel (charter, fishing, tugs)  |
| 7. Long Distance Trophy (for longest distance a vessel has traveled by water to participate in the parade) | 15. Landlubber's Choice Award (chosen by the crowd's ballot) |
| 8. Best Military or Public Vessel                                                                          | 16. Non-Profit Sponsor Power or Sail                         |

Each entry must be accompanied by a check for \$25, made payable to Oakland Portside Associates. Entries must be submitted before Nov. 15, 1994.

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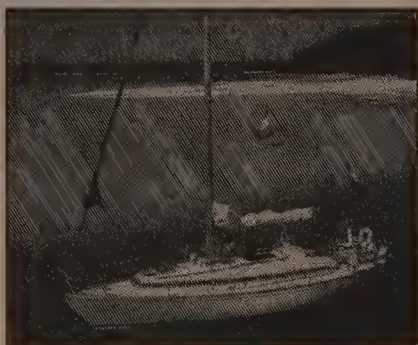
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## LETTERS

In June of 1993, the BCDC filed an appeal in the First Appellate District Court in San Francisco, trying to get the decision by Judge Taylor overturned. The BCDC didn't like the judge telling them that *Juniper* was not "Bay fill" — as defined by the McAteer-Petris Act which created the BCDC. Judge Taylor had also ruled that I didn't need to get a permit from the BCDC in order to anchor, no matter if I lived aboard or not.

State Senator Petris, co-author of the bill which established BCDC, supported this with a declaration in April 1991.

With the support of many mariners, I was able to pay Mary Swift, my appellate attorney, and file my response to the BCDC's appeal. My attorneys, Tom David and Mary Swift, did an excellent job, but unfortunately, the appellate court overturned the lower court's ruling, and I was once again faced with thousands of dollars of additional legal costs if I was to take the case to the State Supreme Court.

Once again, I'd have to face the BCDC, which has the huge resources of the State of California Attorney General's office behind it. Based upon insufficient funds and my counsel's recommendation that I should utilize my resources to bring about a legislative amendment to the McAteer-Petris Act, I decided not to take the case to the State Supreme Court. When you're looking at 30-ft seas and 70-knot headwinds, sometimes it's smarter to change your tack. With God's help and yours we'll all make it to that sheltered harbor.

At present, it appears that BCDC Executive Director Alan Pendelton has decided not to enforce the ruling against me; apparently they have issues of a higher priority. Yet Pendelton still has the hammer over my head and can let loose anytime. Contrary to testimony that was given by Andy Anderson — the Richardson Bay Regional Agency Harbormaster, who was recently let go — I do have a navigable vessel and hopefully can escape Pendelton's further blows.

In a future issue, I hope to let everyone know how to help Senator Petris amend the McAteer-Petris Act so that the rights of mariners are protected against the arrogant, spendthrift and bloated agency that is the BCDC. The Battle of Richardson Bay is not over, and all of us have an active part to play!

Doug Storms

300 Napa St., #34, Sausalito CA 94965  
(415) 331-7925

*Readers — For more on the changing situation in Richardson Bay, see this month's Sightings.*

### ↓↑TINY, NONDESCRIPT WOODEN BOATS

We found the recent article about John and Mary Entwhistle and their boat *Peggie* — the oldest boat continuously sailed on the Bay — very heartwarming. In the late '40s we raced against *Peggie* and a dozen other tiny — for the Bay — nondescript wooden boats: *Pico*, owned by Manuel Fagundes, another old-timer, famous for his crab cioppinos at the Golden Gate YC; *Navigator*, with Harold Baker, whose crew included the young inventor Ed Land; and *Squali*, crewed by Paxton Davis and his wife Gyp.

In those days there were eight classes and eight divisions, with perhaps 200 boats in all. Everyone raced both Saturday and Sunday.

Helen and I would tie *Jackpott*, our beloved little 18-footer, to the Golden Gate YC after Saturday's race, participate in the dinner-dance, occasionally checking the boat to see if our children were sound asleep. We'd turn in about 0200 — and sleep soundly despite the music throbbing and the partying going strong in the club till about 0300, occasionally punctuated by a drunk heaving over the side. The next morning we'd cook breakfast in the cockpit, tidy up, and be ready for Sunday's race. Ah, the energies of youth!

We were touched to learn John Entwhistle still has his boat moored in the Delta close by his retirement home. From races we did to Vallejo with John in the late '40s, we remember he had a tendency to celebrate after a couple of beers by walking out on the boom! Who



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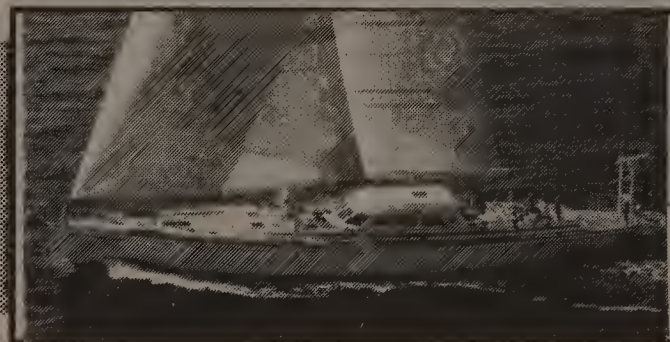
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**SWAN 44 BLACK SWAN (1974):** Updated B & G instruments and refrigeration, Barient winches, many sails, new upholstery. Cosmetics need attention, as reflected in asking price. Redondo Beach, \$95,000.



**SWAN 90 FLAWLESS (1991):** Largest Swan built, Frers design with deckhouse navigation station, 5 staterooms plus crew, bow thruster, 1500 mile range under power. Offered with Nautor factory warranty, in virtually new condition. Call for details.



**SWAN 51 CYGNUS (1982):** Frers design with standard 3-cabin interior, 1,1250 engine hours, and exceptionally good teak decks. Furling headstay, upgraded winches, autopilot, SSB, Ham, Satnav, Loran, fax and much cruising equipment. Kept under full cover. Owner moving and wants to sell. San Pedro, CA. \$325,000.



**SWAN 42 KOOKABURRA (1982):** A tall rig version, with 7 new racing sails, '93 running rigging, and 3-way hydraulics. Also, furling jib, 12/110V refrigeration, heating, and many cruising sails. The decks and interior varnish have been beautifully detailed, and the topsides look new. Located Marina del Rey, \$210,000.



**SWAN 47 RAMPANT (1976):** New Perkins diesel, new central heating, recent varnish and upholstery, furling, inverter, diesel heating, new refrigeration & all S/T winches. See at our docks in Newport Beach. \$195,000



**SWAN 43 FREE SPIRIT (1972):** Immaculate S & S design with newly painted topsides, teak decks, low hrs. engine and new upholstery. New topsides, refrigeration, numerous racing and cruising sails, furling headstay. Marina del Rey. \$99,000.

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O'Day 22	\$55	
Hunter 23	\$65	
Catalina 25	\$95	
Catalina 27	\$110	Unlimited Use of all these boats. \$168/MO
Hunter 27	\$110	
Newport 28	\$110	
Hunter 28.5	\$120	
Catalina 30	\$130	Unlimited Use of all these boats. \$198/MO
Cal 31	\$130	
Hunter Vision 32	\$170	Unlimited Use of ALL these boats. \$298/MO
Islander 36	\$170	
Hunter Vision 36	\$235	
Ericson 39	\$200	
Hylas 44	\$300	N/A

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## LETTERS

knows, in 20 years or so on a moonlight night, somebody might see a shadowy figure materialize out of the tule fog to take a couple of steps out the boom. It's people like him — and the things he did — that legends are born from.

Incidentally, I enclose the following thought from de Toqueville that would seem to apply to the present day self-aggrandizing, burr-rock-crazy BCDC. In *Democracy in America*, de Toqueville predicted a "new kind of servitude" in which a "supreme power covers the surface of society with a network of small, complicated rules, minute and uniform, through which the most original minds and the most energetic characters cannot penetrate to rise above the crowd.

"The will of man is not shattered but softened, bent, and guided; men are seldom forced by it to act, but they are constantly restrained from acting. Such a power does not destroy, but it prevents existence; it does not tyrannize, but it compresses, enervates, extinguishes and stupefies a people, until each nation is reduced to be nothing better than a flock of timid and industrial animals, of which government is the shepherd."

Malcolm Sowers  
Castro Valley

### ⇅ NOW, I SHIP OUT

I'm active duty Navy with 20 years stationed in the Bay Area. Of course, I sail and wait in line at the Palo Alto West Marine for the rag.

After 20 years, they said, "Ship out!" So it was Hawaii for two years. I had to pay for *Latitudes*, but I could still get them. I was next stationed in beautiful — but windless — San Diego. No problem, as I could pick up my *Latitude* at West Marine again.

Now, I ship out again. Do you know if West Marine is planning on opening a store in the Persian Gulf? In case they aren't, I'm finally sending in a subscription. As I said, it's an emergency; we're departing right away and I don't want to miss a month.

Fred Lundgren  
USS Essex

Fred — Thanks for the nice words. You and your friends stay out of trouble over there, okay?

### ⇅ WHAT A RIDE!

Do you know where we can get the address to order the video of the '93-'94 Whitbread Race? We'd sure would like to order it.

Also, the article in the September issue on Holder 20s was great. We've owned one for the last 10 years. We have a blast when we go out on the Bay — what a ride!

Ken and Dee Neves  
Sacramento

Ken & Dee — We rented it from *The Armchair Sailor* in Sausalito, so we know they have it. Of course you can't copy it — unless you have the morals of a senator.

We're sure that many other sailing businesses that sell books and videos also carry it.

### ⇅ SO-CALLED 'FAST FIXES'

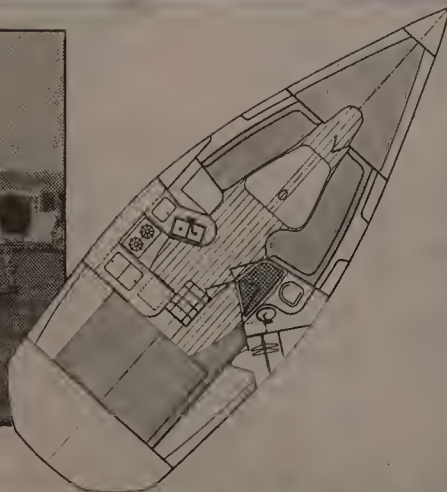
Over the years we have attended to many diesel fuel contamination problems. In so doing, we've noticed a number of mistakes made by ill-advised boatowners:

- 1) Buying cheap — 'good deals' — diesel fuel.
- 2) Paying a premium prices for so-called 'high sulphur' commercial fuel.
- 3) Using additives that do nothing but complicate the fuel contamination problem.
- 4) Heeding the 'sage' advice of 'old dock thumpers' to put transmission fluid and/or 40 weight crankcase oil into the diesel.
- 5) Pouring water-absorbing chemicals — would you believe even raw alcohol? — into their diesel supply.





CATALINA 320



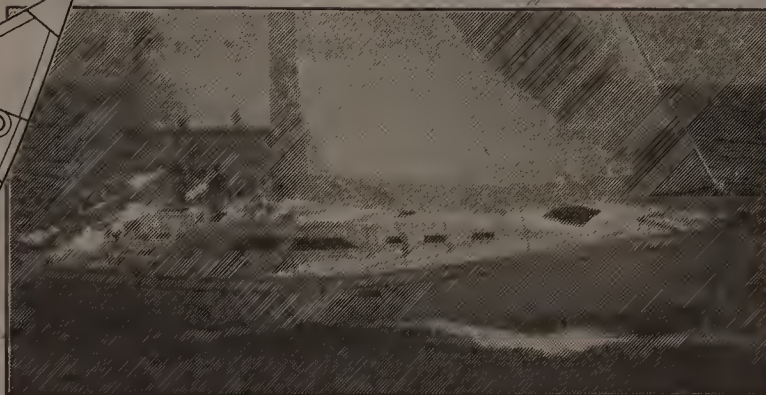
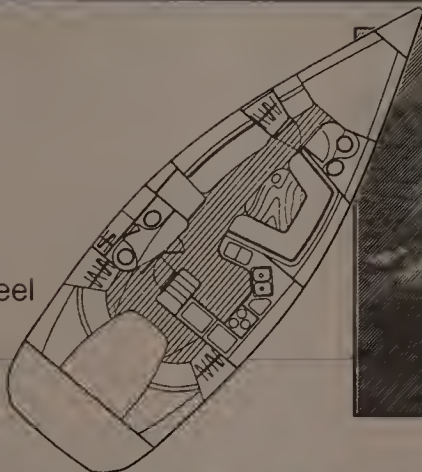
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Schaefer Furling  
Less than \$150,000

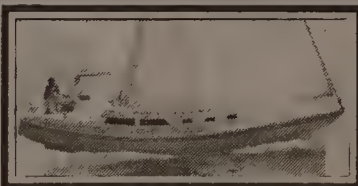


CATALINA 400

## OPEN BOAT WEEKEND NOVEMBER 12 & 13

### East Bay Brokerage - Farallone Yacht Sales

38' Morgan 384, '83	new listing 89,000
36' Lancer, '80	36,500
36' Islander, '77	39,995
31' Cheoy Lee Offshore, '69	new listing 23,500
30' Nonsuch Ultra, '88	92,500
28' Islander, '76	14,900
28' O'Day, '79	new listing 15,995
28' Catalina, '90	39,500
27' Catalina, '82	11,900
26' Nonsuch Ultra, '86	54,000
26' Capri, '91	21,000
24' Bristol, '77	8,900



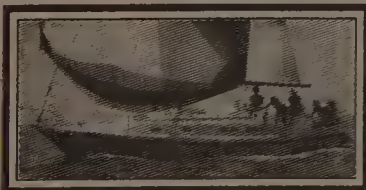
1987 CATALINA 34  
Three to choose from



1979 SANTANA 35  
Very clean

### West Bay Brokerage - Eagle Yacht Sales

43' Columbia, '71, new diesel, reduced to sell	49,995
42' Catalina, '89, 3 cabin layout, price reduced	104,995
37' Hunter Legend, '89, mint shape, aft cabin	74,995
36' Catalina, '84, loaded, lots of extras	57,995
35' Coronado, '74, aft cabin, new diesel, clean	33,995
35' Ericson, '74, furling, price reduced to	27,500
35' Irwin, '86, diesel, aft cabin, reduced	49,950
33' Morgan OI, '75, new diesel, great liveaboard	37,995
32' Westsail, '74, sail the world, reduced to	39,995
30' Catalina	2 from 24,995
30' Capri, '82, ready to race, outboard, extras	14,995
28' Islander, '82, new listing, excellent cond.	22,995
27' Catalina	5 starting at 7,495



1987 ERICSON 32  
Loaded and cared for



1988 CATALINA 30  
Five to choose from



1989 LEGEND 37  
Spotless



1986 CATALINA 36  
Cruise ready



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22' O'Day 222, '86, O/B, w/trlr .....	5,995	30' Hunter 30, '90, dsl, wheel .....	45,995
25' Catalina, '86, O/B, swing keel .....	10,995	31' Hunter, '83, dsl, wheel .....	29,995
27' Catalina, '72, O/B .....	5,995	31' Cal, '83, dsl, wheel .....	31,995
27' O'Day, '76, I/B .....	9,995	34' Wylie, '79, dsl, full race .....	29,995
27' Hunter, '90, O/B .....	26,995	41' Morgan O/I, '78, dsl, ketch .....	89,995
28' Newport, '82, dsl, wheel .....	12,995	45' Explorer, '79, dsl, cntr ckpt .....	159,995
28' Hawkfarm, '76, dsl .....	13,995		
29' Ericson, '71, inboard .....	10,995		
30' Newport 30II, '72, inboard .....	13,995	1992 Hunter Vision 36 dealer demo boat .....	\$89,995

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## LETTERS

The above are only a few of the so-called fast fixes that have led to even worse diesel fuel problems.

We advise our customers who have been told to put transmission fluid and crankcase oil into their diesel fuel — ostensibly to improve lubricity — that they are really being advised to get ready to eventually repair or replace a \$5,000 to \$15,000 diesel engine.

The availability of so-called commercial — 'high sulphur' — fuel has been advertised by some fuel docks in the San Francisco Bay Area. But beware, as sometimes these supplies have been of very low quality, with lots of water and particulate contamination.

There are numerous fuel additives on the market that allegedly will solve all fuel problems. We recommend that the prospective buyer call the manufacturer of the additive to obtain S.A.E. or comparable data before using the product.

Particulate will eventually appear in all diesel tanks and will have to be purified. But why complicate the problem with the 'quick fixes' that can make it all the more expensive?

We recommend that boaters only purchase their diesel fuel from credible franchised fuel docks that pump large volumes of fuel, keep their receipts, and log where they obtained the fuel from. Do not put additives in your fuel until the additive is substantiated by the aforementioned S.A.E. data or comparable testing analysis.

Robert Sherman  
Diesel Fuel Filtering  
Alameda

*Readers — If you're heading out cruising after your boat has been resting in the dock for a long time, it makes good sense to be on the lookout for fuel problems. Pudding-like sludge that has developed over time can break loose while rocking around at sea, resulting in clogged fuel lines and fuel filters. So if you don't have a vacuum gauge on your fuel line that allows you to monitor for clogging, you might want to check the condition of your filters after just an hour or two. In the last two years we can remember two boats that were lost on the way to Mexico in part as a result of problems with contaminated fuel.*

*Once in Mexico, a Baja Fuel Filter is a good idea. For while most of the fuel is pretty clean, the stuff that comes out of 55-gallon drums often appears to have been mixed with granola.*

### SHIPSHAPE ONCE AGAIN

I'm the owner of the catamaran *Ramtha*, which we abandoned during 'New Zealand's Fastnet' because of problems that developed with the steering and mainsail. As many of your readers will recall, *Ramtha* was adrift for 12 days before she was recovered.

I'm delighted to report that our catamaran is shipshape once again. Although unmanned after we abandoned her, she didn't flip and didn't suffer any structural damage. I have repaired and strengthened the steering, the mainsail and spray dodger have been repaired, and she's gotten a good all around washdown. The starboard prop, which had been fouled and pulled off by the line that was shot to us from the rescue ship, has been replaced.

With all that done, we're ready to resume the cruising life.

During the process of getting *Ramtha* ready to cruise again, we were given copies of your July and August issues. Having read them, we'd like to congratulate you and your staff on a fine magazine.

The first article about 'New Zealand's Fastnet', *Nowhere To Run*, by Jim and Sue Corenman of the Alameda-based *Heart of Gold*, was excellent. The Corenmans are fine writers and yachtpersons.

*Latitude's* article titled *The Queen's Birthday Blow* was also very good. We were pleased to discover that your magazine is about people and yachts, and not biased toward either multihulls or monohulls.

We were rescued by the *Monowai* on Sunday, June 5th. The crew of the American yacht *Pilot*, Greg Forbes (no relation) and Barbara Parks, were rescued by the same vessel the next morning. When the





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Billy Black photo

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## DEAR BOAT BUYER,

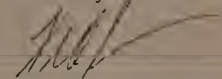
1995 is set to be a banner year for the boat business. You have probably read in the *Wall Street Journal*, *USA Today* and many other similar publications that the boat business is finally coming back to the level of the late 1980s. Already many vendors in resin, fiberglass, engines, etc., cannot meet the current demand and are back ordering supplies to manufacturers. Our major manufacturers, Pacific Seacraft, Hunter, and Jeanneau all have tremendous backlogs. In particular, Hunter Marine is sold out for the year. Nor Cal Yachts has committed three million dollars in orders through July 1995. After we sell our allocation in product there is no more until 1996. Many of you recall the sailboat purchases made at the Cow Palace in January 1994 took six months to deliver due to backlog from Hunter.

The long and the short of this letter is the boat business is *back!* Good brokerage boats are slim pickins, interest rates are still down and Nor Cal Yachts has a large commitment of orders to supply the Bay Area.

Even though it is cold and rainy outside, this is the best time to start pursuing your boat purchase if you want to have a new one by spring/summer of 1995.

Don't let us tell you we told you so — call now to find out what is available for 1995.

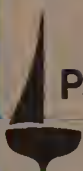
Sincerely,



Fred Sohegian  
Pres., Nor Cal Yachts

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**Bristol 27, 1979**

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**Crealock 37, 1980**

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27' PAC. SEACRAFT ORION, 1980 ..... 48,950  
27' BRISTOL, 1979, diesel ..... 17,995  
27' ERICSON, 1972, very clean

28' ERICSON, 1987, loaded ..... 42,495  
29' RANGER, 1970, riggers special ..... \$8,995  
30' ISL. BAHAMA, 1979, needs offers ..... 15,995  
30' ISLANDER BAHAMA, 1979, diesel, clean ..... 15,995  
37' JEANNEAU 37-1, 1994, NEW ..... 129,995  
39' FAIR WEATHER MARINER, 1989 ..... 139,995

# NOR CAL

YACHTS



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# LETTERS

rescue inflatable from the *Monowai* picked them up, Forbes opened the seacocks and sunk his boat so she wouldn't be a hazard to shipping. Like *Ramtha* and most of the other cruising boats, *Pilot* was uninsured. The last we heard, the couple returned to Maine.

A few hours after rescuing the crew of *Pilot*, the *Monowai* also picked up the crew of *Silver Shadow*.

P.S. I've started writing a book about our experience. It's to be titled *The Cat That Came Back*.

Bill Forbes

*Ramtha*

Gin Gin, Queensland, Australia

Bill — Thanks for the nice comments. As for ourselves, we'll be looking forward to your book — and your conclusions drawn from surviving that nasty blow. Given there were so many different kinds of boats caught in the same storm, we're certain much will be learned.

## ↓↑TEN YEARS OLD AND NO RECEIPT

Last week I realized that my efforts to rebuild the end 'control blocks' on the traveller of my '84 Catalina 30 were — to say the least — in vain. I would have just bought a pair of new ones, but the blocks are no longer made.

I called Catalina Yachts, which referred me to Garhauer Marine of Upland, the company that manufactured the blocks.

"I'm just calling to confirm that you don't make these traveller blocks anymore," I said over the phone. To my surprise, a fellow named Mike asked how old the blocks were. I told him they'd come with my '84 Catalina.

"Then they're still under full warranty," he said. "Ship them to us and we'll rebuild them at no charge."

To repeat, Mike said they'd rebuild my 10-year-old blocks, for which I had no receipt, and without giving me the 'nth degree' about it.

Pushing my luck, I shipped the blocks to Garhauer by Express Mail on a Thursday, with a note saying I had a race scheduled for the following Friday. Less than a week later — I say again — *less than a week later*, I get the blocks shipped back to me, completely rebuilt, with new pins, wheels and polish. No charge!

Gary Lee

Lorraine Lee

Sausalito

Gary — We suspect when it comes time to buy more blocks, you might look for the Garhauer brand.

## ↓↑I WANT TO BE AS PREPARED AS I CAN BE

There was an article a year or so ago in *Cruising World* about a different type of drogue. A study conducted by the Coast Guard, titled *Investigation of the use of Drogues to Improve the Safety of Sailing Yachts*, dated May 1987, number ADA 188 598, was cited as evidence in support of the product. The study, which was conducted over two years, is available from the National Technical Information Service, Springfield, VA 22161. Here, in part, is what the study had to say:

"Model and full-scale tests were conducted to investigate the use of drogues to prevent breaking wave capsizing of sailing yachts. A mathematical model was developed which simulates the motion of a boat and drogue in regular waves and in a breaking wave strike. A series drogue is recommended for optimum performance based on the results of this study. Design information for both series and conventional drogues is presented."

The recommended series drogue consists of 90 small cones strung on a long line with a weight on the end tied to a bridle at the stern. I'm planning to go cruising as soon as I can get my stuff together. My fear is getting unexpectedly caught out in a severe storm such as the one over the Queen's Birthday. I want to be as prepared as I can be,

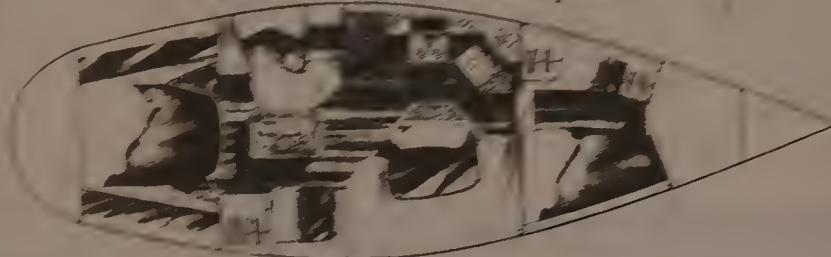


# Largest Inventory of New Sailboats in the Bay Area! See 2 Million Dollars in Stock.



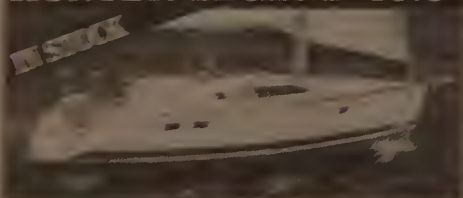
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### HUNTER PASSAGE 42



### HUNTER LEGEND 37.5



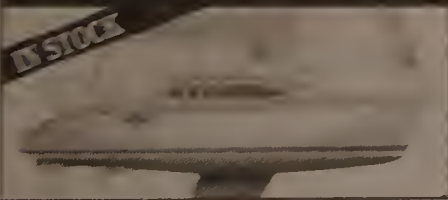
### HUNTER LEGEND 35.5



### New for '95 HUNTER 336



### HUNTER 29.5



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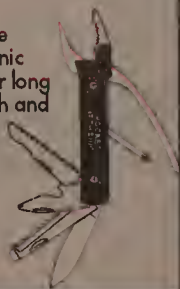
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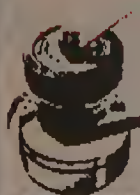
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## LETTERS

and was impressed enough to make my own series drogue.

Some readers may be interested in getting a copy of the study for their own amazement, or as an impetus to make their own. A friend tells me he has seen a drogue kit available from the Sailrite, which includes a copy of the study.

De Alcorn  
La Cabriole  
Marina del Rey

*De — Sailrite Kits — which often advertises in these pages — indeed markets such items. If you look up their ads, you'll find they can be reached at 305 W. Van Buren St., Columbia City, IN 46725; or, by phone at (219) 244-6715.*

### YACHTS IN THE DESERT

Twenty-three years ago, during my introductory sail, I came dangerously close to drowning. Within six months, I owned my first Balboa 20. Within another six months, I knew I wanted to live aboard a sailboat, to awake to sunshine and waves, and to always go to sleep dreaming of adventure.

One divorce, one college education, one child and a million hard miles later, I wake to sunshine and waves and go to sleep dreaming of adventure. But who would have thought that the salty, bullet-proof, bluewater Islander 33 I now own, would have sat — neglected — for more than 10 years in the Sonoran Desert just outside of Phoenix? As a result of the neglect, the boat had major interior damage and lots of stripped and missing deck hardware. Thankfully, she still had her mast and boom, and all the rigging — complete with hand-loose turnbuckles.

She's in a slip now at the wonderful new marina on Lake Pleasant, where I am doggedly redoing the interior and desiring just two things: One, information and correspondence from other owners of Islander 33s or ways I can contact the defunct Wayfarer Yachts who built the boat. And, two: A lady partner to adventure the world with.

Tim Cole  
Box 10671, Phoenix, Arizona 85064-0671

*Tim — We have a deal with Dear Abby; if she doesn't write about sailing, we won't give advice about love.*

As for Wayfarer Yachts, it gave way to Islander Yachts many, many years ago. After making hundreds of pretty darn good boats, Islander went belly up in the '80s. As such, we think one of the best ways for you to contact other Islander 33 owners is to roam the docks — in the process of which an outgoing guy might bump into an adventurous woman.

### JUST THE THREE OF US

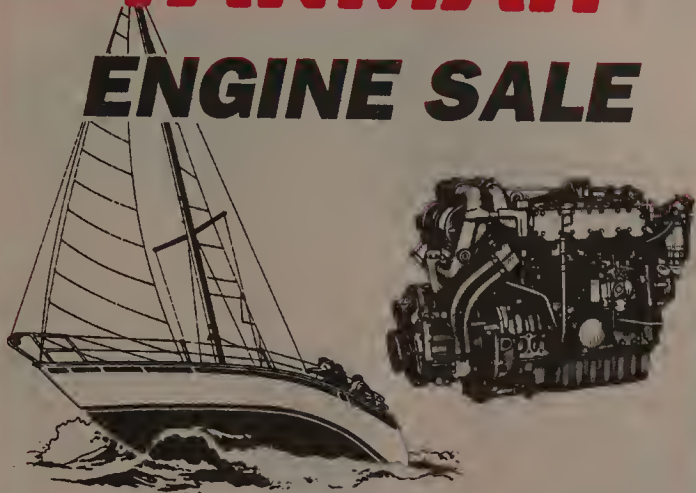
As promised earlier in my *Delta Dispatch* article, I headed for the Delta over Labor Day Weekend. It was just me and my two daughters — Morgan and Erin — sailing *Strange Bird* that day. Some friends of mine had entered the Jazz Cup, so we decided to tag along with the fleet. We were definitely in cruise mode, however, with the El Toro on deck, the inflatable stowed below, and the outboard and barbecue hanging off the stern.

My daughters and I have been sailing together since 1986, when they were six and five-years-old, respectively. Morgan has been my back-up driver the entire time, while Erin has taken on most of the belowdeck chores. Over the years, I have seen them both grow in confidence and ability, so I decided that this trip would be the a good time for just the three of us to set the kite for the first time.

The day was perfect! The wind was light and the water flat, and pulling spinnakers looked like colorful balloons all around us. Morgan drove while I rigged sheets, guys, pole and got the spinnaker on deck and set to go. Erin went down below to fix lunch. After a quick bite to eat, it was time to do it! With Morgan driving near The Brothers, I hoisted the spinnaker and rolled up the jib. The set went without a



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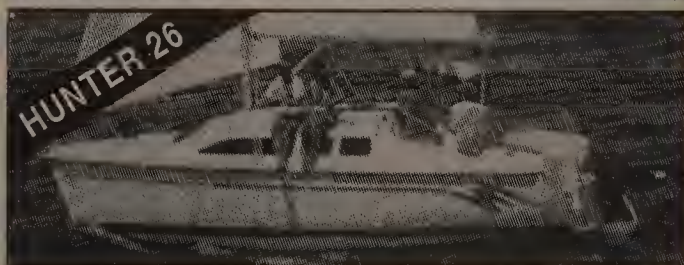
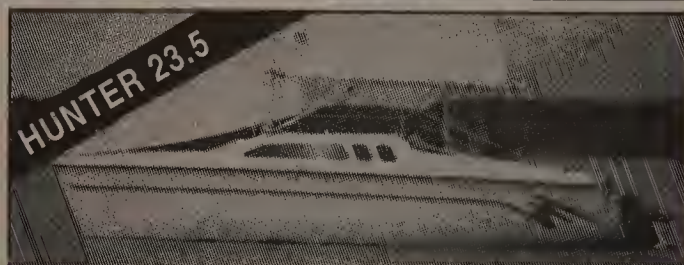
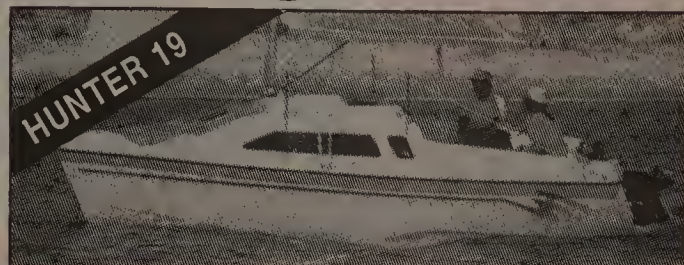
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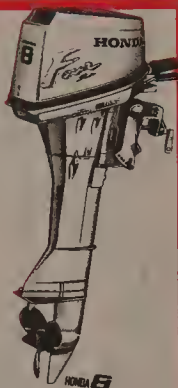
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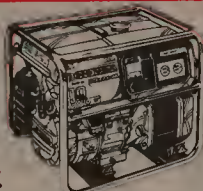
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# LETTERS

hitch!

As Morgan got used to driving with the kite up, we actually started passing some of the racers at the front of the fleet. Shortly before we reached the tanker docks at Davis Point, we noticed a helicopter doing some very fancy flying in and around the leaders of the fleet. The pilot was hot! He'd come in low and fast, hover in front of a boat, then pull up into a steep banking turn and do it again to another boat.



Team 'Strange Bird' (from left): Morgan, Jay and Erin.

It was a photo copter! Sure enough he was soon doing it to us, and I have to say we had the boat looking good as he snapped the photos of us.

I'm writing for two reasons. The first is that I wanted to tell Morgan and Erin — and the whole world — how proud I am of them in print. The second reason is that since we weren't entered in the race, the guy shooting the pictures from the chopper has no way of correlating my sail number, 28760, or boat name, *Strange Bird*, with any of the race entrants. If he is as good a photographer as the pilot is a flyer, the pictures are sure to be dynamite! I certainly want to buy some if he will get in touch with me. My home phone number is (510) 522-3361.

Jay Ailworth  
Hunter Legend 37, *Strange Bird*  
Marina Village, Alameda

Jay — That was probably Tom McDermott. You can reach him at 1 (800) BOATPIX.

## ⇕ REVERSE RACISM IN HAWAII

I followed with interest the recent opinions expressed about Hawaii's boating and facilities problems, and the apparent ongoing debate between some letter writers and *Latitude*. My experience is based on 12 years of living in the Islands and boating-related happenings to myself and my friends.

First, I would say that going to Hawaii and talking to people in the community, like the few established liveaboards at the Ala Wai or Keehi Lagoon — or even the racing community — would not turn up the facts. The ongoing liveaboards have no problem — as long as they keep their dog poop swept up and pay their rates, they are forgotten by the powers-that-be. And as racing is usually an annual event that comes and goes for a short period of time, no problems would be experienced.

But there is no doubt in many cruisers' minds that Hawaii is among the poorest quality boating service areas in the entire United States. It is the cruisers traveling through, or residents working within the poor system, that take the worst of the bureaucratic abuse. It is not on the surface that Hawaii keeps her dirty laundry.

If you want to hear about problems, ask the Kiwi or Aussie cruisers who want to lay over a couple months for better sailing weather, or

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## LETTERS

ask the Keehi Lagoon mooring liveaboards. Year by year, the Hawaiian government has made a point of making it more difficult and more costly to do anything with a boat in Hawaiian waters.

And, if you are a resident trying to work within the system, moving a boat inter-island seeking new moorage, changing boats, or just trying to find a space to keep one legally, you find yourself trapped in a bureaucratic nightmare. That alone makes Hawaii a great place to buy a boat, as sellers have given up the simple pleasure of owning a boat there.

The dirty laundry below the surface is the fact that the state of Hawaii is a nepotistic — racist — government that the F.B.I. has investigated on at least two occasions, that I know of, in the last 10 years. It is a racism so subtle, so denied, that anybody in government will laugh at the very accusation. It is 'reverse racism' as the mainlander knows of it.

The Democratic Party of Hawaii has not lost an election in over 30 years, and it is totally controlled by Japanese-Americans. Hence, you have a police force with just 5% percent whites — and similar figures for state employees including harbormasters. The more powerful unions are no different. Hawaii has nothing in common with the mainland United States — other than the resentment it harbors that its economy cannot survive without tourism. Hawaii likes its tourists — as long as they are big, fat, rich and stupid, and only stay for three weeks or less. Little sailboats and poor white trash — *haole* — cruisers are a pain in the butt for them.

For cruisers passing through the Islands, I would suggest they avoid anything to do with Oahu. Stick to the outer islands and time your arrival to be able to move on into other weather zones in safety. If you do get stuck, there is the lee of the Big Island and numerous gunkholes — including rainy Radio Bay — and the occasional 30 days on a rolling Kona mooring.

Hawaii has nothing to do with anything that involves cruising ideas or the lifestyle. Go to Fiji, mon — plenty of *bula* there!

P. Thum  
Victoria

*P. Thum — We've talked to quite a few cruisers about Hawaii, and when we have space, will write about it in greater detail. By and large, most folks seemed pretty happy, found plenty of places to keep their boats during the season, and reported virtually no problems.*

*We also spoke with most of the harbormasters. The impression we got everywhere was pretty much the same. They'll be very, very flexible with legitimate cruisers. But if they get the least bit of an impression you're basically setting up low-income housing for yourself — as they viewed the previous situation in Keehi Lagoon — they'll be very strict about enforcing the laws.*

*Very specifically, what is it that the Kiwis and Aussies who wanted to lay over for a couple of months complained about? We talked with a number of folks who did just that, and they had no problems whatsoever. You could do it at Hanalei, Nawiliwili, Lahaina and a number of other places. Heck, in the middle of the Kenwood Cup, all kinds of visiting cruising boats were finding room in the Ala Wai. And you can stay both there and at Keehi for more than three months each in a calendar year.*

### ↑↑A QUESTION ABOUT A SORE THUMB

Since submitting an article on South Pacific weather to you in August, I've been given a copy of a two-part article on the same subject by Jim Corenman that appeared in two earlier *Latitudes*. I must apologize for suggesting that you have avoided publishing weather articles for commercial reasons. With the publication of Jim's long, exhaustive treatise, you certainly have proven that you are not shrinking from the subject.

Nonetheless, I fear that it is articles like Jim's that put publishers and sailors alike off from written discussions of weather. Jim is certainly keen, knowledgeable and ingenious at trying to keep his



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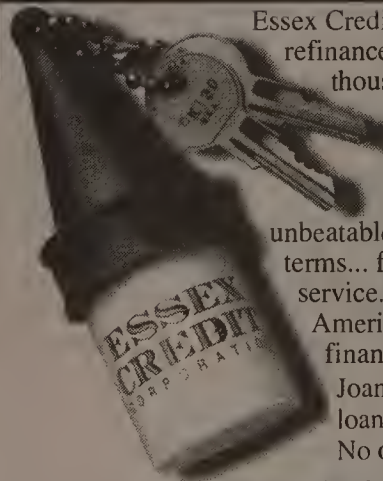
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## LETTERS

readers' attention, but dishing out general meteorological theory, I feel, is counterproductive to educating cruisers about the details of South Pacific weather. It's like receiving a lecture on general anatomy from your doctor when you have a question about a sore thumb.

From Jim's two-part article, I can see that he, like me, is concerned with trying to present cruisers with a more realistic picture of what weather is like in the South Pacific. I am in the process of writing to Bob McDavitt of the New Zealand Meteorological Services Office, to see if he is interested in upgrading the tropical South Pacific section of his excellent publication, *MetService Yacht Pack*.

McDavitt has captured the right mix of theory and practical information. It would be great if those of us who are actively involved in the weather scene in the South Pacific could work together to provide a publication with information that would allow cruisers to elevate their weather knowledge from the what-hit-me level to that of practical planning.

I again apologize for the accusation of commercialism in my first letter; you have proven yourself beyond the cause of duty. Would it be appropriate to consider submitting material to you on South Pacific weather, perhaps in advance of inclusion in *Yacht Pack*?

P.S. If you have an address for the Corenmans so that I may write directly, I'd appreciate it.

Austin Whitten

Discovery II

Raiatea, French Polynesia

Austin — No apologies necessary.

As for information on South Pacific weather, we'd like to publish as much as we can. As Corenman noted before writing his two articles, there certainly isn't enough around.

One caution, however. If something is too technical for readers, you'll lose them — even if it's information that can benefit them. The Corenmans do an excellent job of getting their points across because they keep it interesting and entertaining. You couldn't go too wrong imitating that quality.

The Corenmans may be reached through Box 2143, Friday Harbor, Washington 98250.

### ⇓⇓SO IMPROBABLE AS TO BE LUDICROUS

About the Sightings article *Should Somebody Check Their Figures?* in October's issue: Somebody should probably check yours!

Three-and-a-half million tons is 7 billion pounds, not 70 billion. Divide that by 250 million people, and you get 28 pounds per person, not 280. Actually, the right number would be closer to 25 pounds, because the pamphlet only attributes 90% of the amount to small boats.

In spite of your flawed arithmetic, you still came to the correct conclusion. If you divide the 90% of 3.5 million tons of oil supposedly spilled by the right number of boats — which is probably less than 1% of the number you used — you still come up with a per capita figure of oil spilled by recreational boatowners which is so improbable as to be ludicrous.

Keep up the good work, but don't try to do your taxes yourself.

Tom Luten

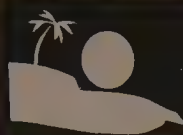
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Tom — Taxes? We can accept the fact that we journalists should probably be able to come up with the correct answers to simple math problems, but do you mean to tell us that we're expected to pay taxes, too?!

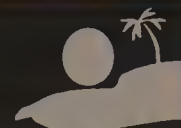
### ⇓⇓THEY'RE NOT CRAZY AT DIABLO

I have a Mercury 9.9 outboard that powers my Ericson 27. In early August, my wife and two children started our trip south by heading up the Delta for a week. While in the Delta, I blew the motor off its mounts, and at the same time bent the shaft of the shifting lever.





# COME SEE WHAT'S HOT AT MARITIME!



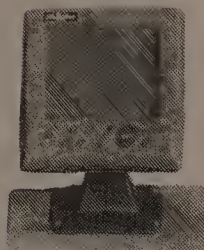
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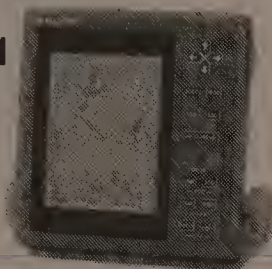
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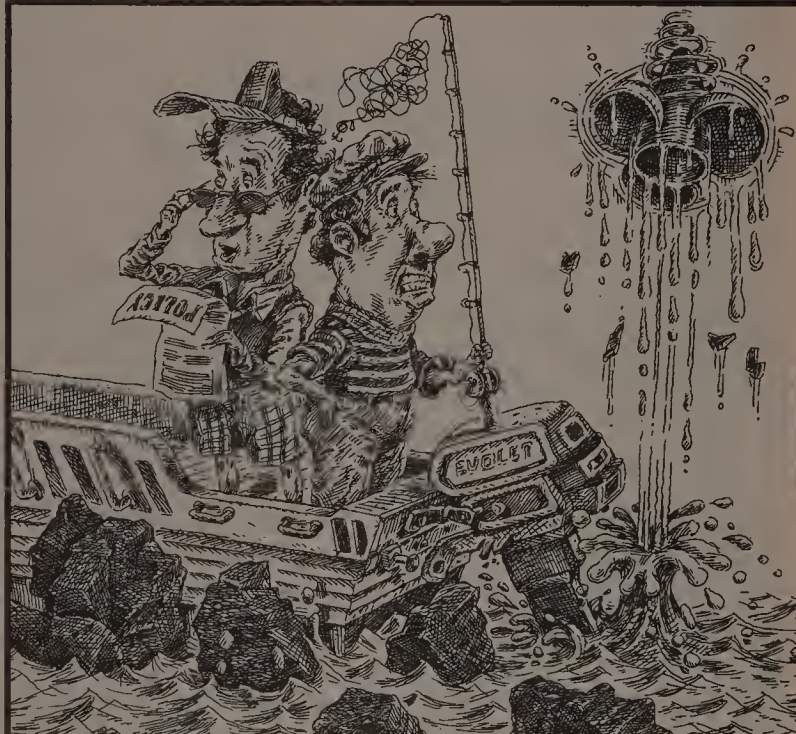
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## LETTERS

So I put the dink's motor in the big one's place, and limped back to Martinez. When I got to Diablo Marine Services, I told Dave, the service manager, that I was heading south and needed to get the 9.9 gone over and running again. In record time — for an outboard shop — I had my motor back. And at a reasonable price. Dave told me that the shift shaft is a part that "never breaks", so he'd just bent it back into shape.

Three weeks later, we were dropping the hook at Little Scorpion anchorage in the Channel Islands, when we discovered that once again the outboard had no functioning gears. I took the motor to a local shop and called Diablo Marine.

When I spoke to Dave, he told me to bring the engine back to his shop. I explained that we'd gone to Ventura and wouldn't be back soon. I asked Dave if he would honor his warranty. He said he would — if the problem was caused by something that was done in his shop or something that should have been done.

Well, Dave and the guy at the outboard shop in Ventura conferred over the phone and decided that Diablo Marine should have replaced the shift shaft instead of just repairing it. Upon hearing this, I told Dave that I thought Diablo Marine should pay for the labor and that I should pay for the parts. Dave agreed.

Just two days later there was a check at the Harbormaster's Office for me from Diablo Marine. Unbelievable service! Thanks, Diablo Marine, for your honesty and promptness.

See everyone in Cabo!

Willi Robies  
August Wind

Readers — Enclosed with the check was a letter from Dave at Diablo Marine. "I apologize for the trouble with your engine . . . thank you for your patience," it said.

That's outboard repair with attitude — a good attitude.

### ⇓⇑ELEVATE OUR SPORT

I was so sad reading about Larry Klein's tragedy — and possibly preventable death. It certainly would be a fitting tribute to a good guy and a great sailor to establish a 'Larry Klein Rule' for all sailing events. However, I think the rule should be: *All participants must wear flotation.*

There are no truly valid arguments against such a concept. Cost? Simple vests are inexpensive. About \$20, or less than a pair of shorts. Anyone who can afford shoes, clothing or — for heaven's sake — sailing(!), can afford a vest.

Comfort? The soft vests are comfortable, and afford padding and protection as well. In our weather, one rarely has the problem of being too warm.

Uncool? If everyone else is wearing a life vest, isn't that what's cool? The high rollers could probably save money by outfitting their crew with matching vests instead of matching rugby shirts. Furthermore, hypothermia, drowning and death are definitely not cool.

I think this is the perfect opportunity for U.S. Sailing, the YRA, the St. Francis YC and other organizations to implement this requirement and elevate our sport. I plan to write to a few of them and tell them so. I'll report back.

Rick Leeds  
San Francisco

Rick — Having been busted twice in the last two months for not wearing a seat belt — which is really stupid — we can see the virtue in your concept. But will people like us respond appropriately?

As for our readers, what do you think of such an idea?

### ⇓⇑MY FRIENDS ARE LUCKY IF THEY GET VELVEETA

Re: Roger Gaefcke in August, and Kim Jones in October, who wrote about bareboating while 'bare'.



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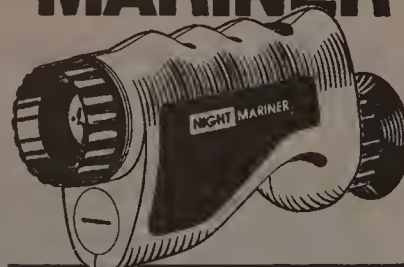
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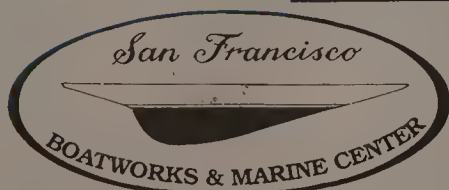
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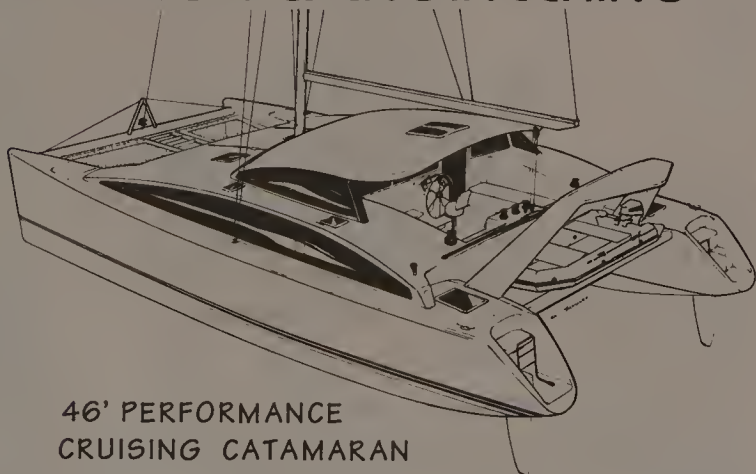
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## LETTERS

If you'll let a stinkboat driver into a most entertaining discussion, the problem of hair in your brie points up two of the problems of bare boating. First, the purpose of a swimsuit is so you have something to wipe your hands on. No swimsuit means you'll need a napkin, but without a swimsuit, you'll have no place to tuck it in. An endless dilemma.

Secondly, food preparation in the buff — no matter if it's barbecuing, frying or boiling — presents special hazards. And pubic hair in the brie is the least of these.

As one who enjoys pleasant days boating in the buff, I suggest using a suntan lotion several SPF levels higher for your private parts than for the rest of your hide. Kim Jones' suggestion of alcohol-free face or children's lotion is excellent. And cover up when doing the cooking. As for taking brie boating, my friends are lucky if they get Velveeta.

One other observation of our more 'suitable' friends: notice the problems associated with a wet suit. When men get out of the water, they pull their suits up in front to cover their belly; women pull them down in back to cover their cheeks, and then up in front to cover their breasts. Then a towel is used to sponge the water out of the suit, as the body is mostly self-drying.

By the way, pulling a cold and damp suit onto a warm body on a cool morning should be outlawed by the Geneva Convention.

So Kim and Roger, enjoy your 'bare' bareboat adventures. But next year, invite me along.

John Palmer  
Centurian  
Bethel Island

John — Sorry to break the news, but folks arranging 'bare' bareboat charters seldom have to settle for: 1) Inviting a stinkpotter; 2) Inviting a stinkpotter whose guests consider themselves lucky if they're served Velveeta; and, 3) Inviting a stinkpotter — whose guests consider themselves lucky if they're served Velveeta — who asks to be invited on others' bareboat charters.

It's time for a character test, John. You can live out your life the way you are, or you can throw away that powerboat for sail, start serving your guests food you can be proud of, and let it all hang out by organizing your own skip-and-go-naked sailboat charters.

### THE NERVE OF THE MAN

What nerve! First my husband marries me for my boat, the San Juan 7.7 *Bonny Blue*. Then he tells me she's not big enough! I had standing headroom; what did he need with it? And so what if his feet stuck into the quarter berth when we slept on the converted settee.

But in all fairness, she just wouldn't have suited our cruising plans. So we placed an ad in *Latitude* and found loving, new owners for our boat. Then we started looking for a new boat. We recently purchased a 1975 Cal 2-46 that needs a lot of work before we can go out the Gate and turn right — yes, we're going to go to Alaska first. Is there a Cal 2-46 owners' association out there? Are there any Cal 2-46 owners out there who would like to talk about these boats? We can be reached at P.O. Box 6683, Eureka, CA 95502, or (707) 443-0379.

I would also like to take this opportunity to commend the Humboldt YC on their fund-raising Humboldt Cup. With 17 keel boats on the line — a very big turnout for the little club — and 42 corporate and business sponsors, almost \$8,000 was raised to help the North Coast Big Brothers/Big Sisters get their new GUTS (Growing Up To Succeed) program off the ground. Past recipients include Evergreen Lodge, a home-like facility for out-of-town cancer patients and Hospice of Humboldt. We read about fund-raisers that other clubs sponsor, but none of them report coming close to the amount that was raised per boat in this event. I hope you larger clubs consider this a challenge.

P.S. Does Bill Roe of the Cal 2-46 *Irish Misty* have any other great ideas besides painting the diesel pink? Where do you get pink engine



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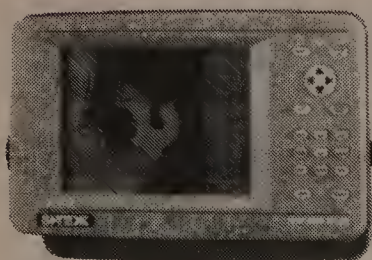
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## LETTERS

paint anyway?

Chuck and Margie Diamond Simpson  
Dream Catcher, Cal 2-46  
Eureka

Chuck and Margie — We haven't been there, but we hear South Of Market Diesel Distributors sells pink engine paint by the 55-gallon drum.

There are plenty of Cal 2-46s around, but we don't believe there's an active owners' association. However, we're pretty sure you'll get some calls from fellow owners.

### THE ROOT CAUSE OF MOST ELECTRICAL PROBLEMS

Way back in '88, we bought a Passport 51 and named her *Silver Lining*. For two years we lived aboard in Brickyard Cove with some great on-the-water neighbors whom we miss. During this period, we installed all the things to provide safety, comfort and convenience. We then made shakedown cruises to Drake's Bay and two trips to the Channel Islands.

We also made a string of dumb mistakes, like crossing Potato Patch Shoal instead of going inside or out and around; going aground in Half Moon Bay during a minus tide; winding the stern anchor rode around the prop shaft — twice; and suffering an accidental jibe in 30 knots of wind while rounding Concepcion.

*Silver Lining* just shrugged off such nonsense, so when we turned south from the Gate in 1990 for Mexico, we knew we had a great boat. We also expected great things from all the stuff we had installed.

We started our trip by sailing in fog on the legs to San Luis Obispo and the anchorage at Coho. These legs quickly confirmed our respect for GPS and radar!

While in Newport, we had Forespar pull, repaint and re-step our mast — with everything, including our mooring in Newport Harbor, being picked up at their expense. All this because the original paint was chipping off. Forespar is one manufacturer that really stands behind their products.

My lady and I sailed into San Diego as Captain and crew, but sailed out as Captain and 'Admiral'. In other words, I married the lovely Jamaican lady who had been my crew. She loves adventure, sailing to windward, speaks Spanish and French, handles the foredeck without a complaint, and cooks gourmet meals! I guess I can forgive her for being a little strong-willed.

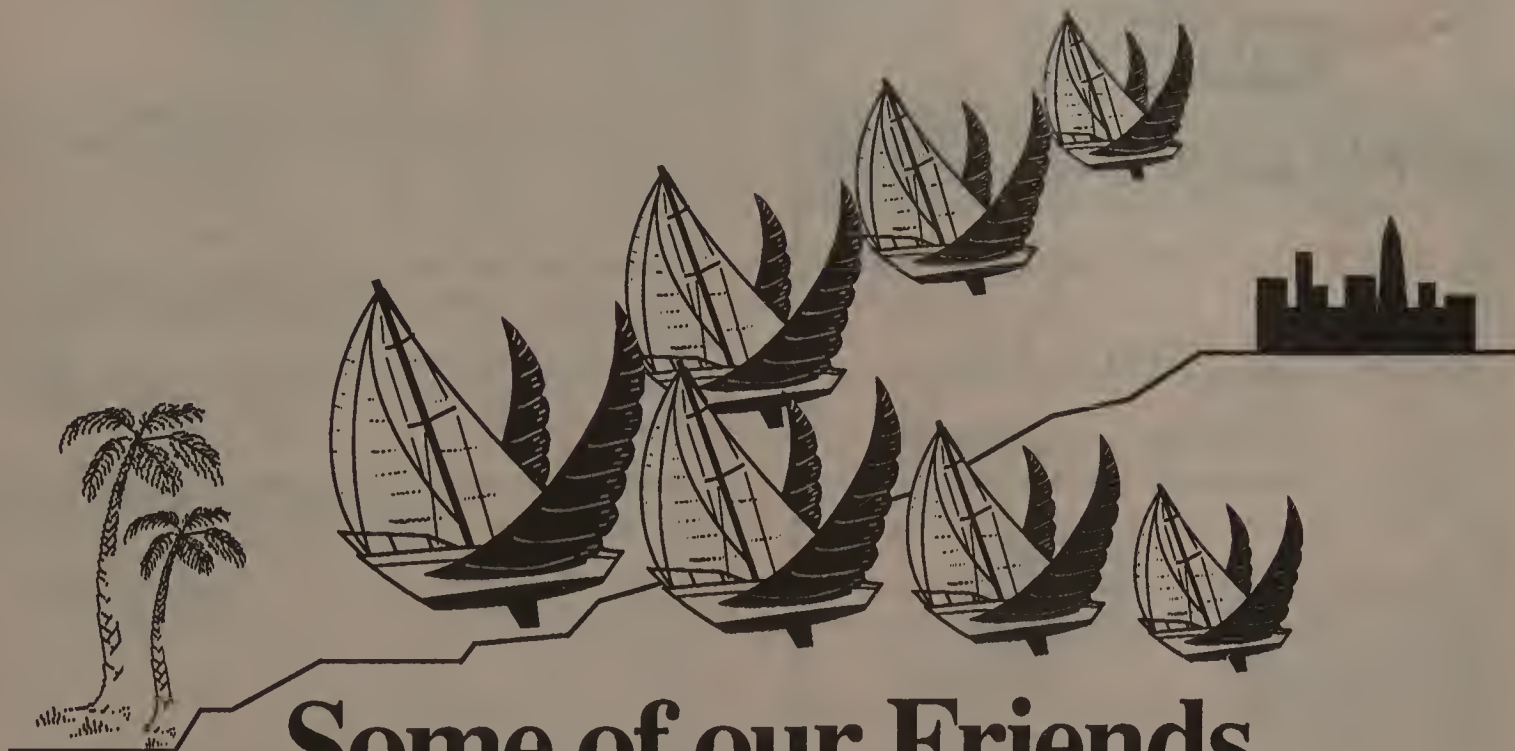
As we sailed down the west coast of Baja, *Silver Lining's* electrical systems began to behave in strange ways. We didn't have any idea at the time, but it would be the beginning of nearly three years of repairing, changing, replacing, and re-engineering the electrical system and everything connected to it. Perhaps I should have guessed something was amiss when the Northern California outfit over-ran their estimate to install the electrical system and components by \$8,000! At the time, I let it go, but now I have some things to say about it.

This outfit was supposed to have furnished system wiring diagrams, complete with numbered wires shown on the diagrams, according to the actual installation. This was not done, and ever since I have sweated and sworn, spending hundreds of hours trying to trace wires in vain attempts to diagnose problems. Every cruising boat should have a complete and up to date wiring diagram! This should be in addition to a block diagram showing the entire system — *with all its components*, especially the isolators.

The lack of this basic information is almost universal on cruising boats, and profoundly complicates finding and fixing problems. The practice of providing nothing more than equipment manuals and/or penciled block diagrams to the mechanic making the installation is the common practice — and is the root cause of most electrical problems!

Electrical systems must be designed by competent electrical engineers, and put on paper with pertinent specifications and instructions for the electrician/mechanic to follow. This means





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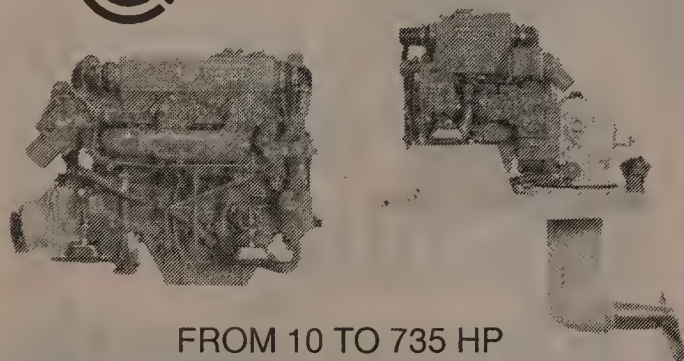
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## LETTERS

numbering and recording the connections as they are made. The Taiwanese did this on all the original boat wiring; would it be too much to expect more members of the U.S. marine outfits to do the same with local installations?

As we cruised the Sea of Cortez from 1991 thru 1993, I had to rebuild the cruising alternator twice. The fix required a redesign of the mount, rewiring an isolator and installing the proper regulator. The Heart inverter was replaced with a Freedom 20 model, but this still didn't work because the marina voltage was 125 volts — with 'spikes'. It wouldn't work with diesel M/G either, even though the voltage was a very consistent 115 volts. Getting the software chip down to Mexico after numerous phone calls and faxes still didn't solve it.

We fried the engine and M/G starter battery when we had to motor all the way from La Paz to Puerto Vallarta. The ultimate repair was to change the wiring so the engine and the M/G each had their own separate, isolated, automotive-type maintenance-free batteries. These are available in Mexico at a competitive price.

All our Trojan batteries in the two 'house' banks have been replaced, as the charging system wiring was wrong. The voltage drop thru an isolator was disregarded, which resulted in one or the other of the two banks either over or undercharging.

Our microwave oven transformer caught fire because of the voltage spikes. The fix was to replace the transformer and tube, then plug in a simple surge suppressor. After replacing the programmer twice on the washer/dryer, a surge suppressor seems to have been the answer there, also.

Our Technautics holding plate refrigeration system broke down as soon as we got south of 25°. The simple coil within a coil water cooling loop didn't have enough cooling surface for the tropics. In addition, the compressor burned out because of the varying voltage characteristics in Mexican marinas. The fix was replacing the Technautics heat exchanger with a one ton commercial, saltwater-resistant heat exchanger — and replacing the compressor with a Mexican compressor that tolerates the voltage variations. The Technautics design should be updated to provide a 'real world' cruising refrigeration system.

It seems to us that U.S. marine equipment designers and manufacturers do not grasp the magnitude of the difference between recreational or racing boat requirements, and those of full time liveaboard cruising boats. Fortunately, there are some sailing yacht designers and manufacturers producing boats with fiberglass or steel hulls that can take 20 years or more of the most demanding cruising lifestyle. But if a boat is designated as a racer/cruiser, you can be sure that there are compromises that affect the cruising performance, comfort, and longevity of the vessel.

To mix a metaphor, if auto manufacturers designed cars to be parked in garages and only used on occasional weekends and/or two week vacation trips once a year, this would correspond to the usage requirements of most boats parked in marinas. Unfortunately, a cruising boat is out there full time with everything going around the clock. Present day marine equipment manufacturers, with a few rare exceptions like Northern Lights, Reckman and Max-Prop, turn out toy products that fail almost immediately when put to full time use on a cruising boat. I'm here to say that this does not have to be accepted — even though this seems to be the conventional wisdom among all the experts.

The mind-set of the manufacturers is that it would be a problem of cost due to the low volume of units made. But it's not really true, because quality and durability have been proven time and time again to be the basis for a thriving product line.

We cruised the north end of the Sea of Cortez last season, during which we went eight days without seeing another cruising boat and 10 days without having to share an anchorage with anyone. The bird life was awesome. Schools of fish were so dense they looked like moving reefs. Sunsets painted the sweeping mountain ranges. A gigantic fin back whale emerged nearby before slipping back into the



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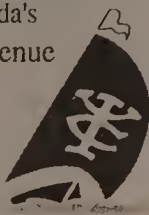
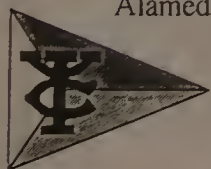
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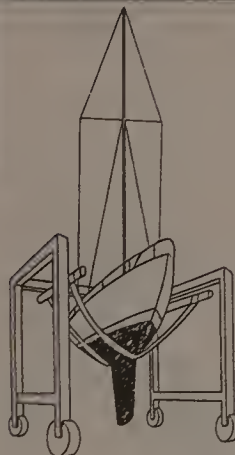
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## LETTERS

depths.

Finally, after five years, nothing of significance broke down. We actually enjoyed all the good things that all the good things were supposed to provide.

Phil and Irene Patch  
Silver Lining  
Victoria, Texas

*Phil & Irene — It might not be true in a perfect world, but in this veil of tears, having a complex boat means you're going to have complex problems. It's always been that way, and it's probably always going to be that way.*

### ↑↓LEE MAJORS AND CRASH TEST DUMMIES

In the October *Letters*, one of your readers wrote in regarding the abandonment of a Skookum 53 off Cape Mendocino on July 5, 1994.

It was stated that, "All six men were taken off by a freighter, and the boat was left adrift, engine in gear at low rpm, at 40°46'N, 124°46'W."

The vessel was reported spotted a "couple of days later" at 25°32'N, 133°36'W, with "the main mast broken at the gooseneck level."

Now a Skookum 53 sho' ain't no sled, and by a rough estimation, that sea slug supposedly travelled 1,050 miles on a SSW course in "a couple of days" — or about 525 miles per day. Could we have a boat-for-boat contender with ENZA? And just think what the tub's corrected-time would be!

I think what we have here is one of 'dem Super Sonic Skookums, or SST Slug. It would only make sense that a rocket ship like this would be sent off on her initial run unmanned. The natural progression of tests would be to send the vessel off next with a crew of baboons sponsored by Pepsi, followed by Lee Majors and an array of crash test dummies.

It would really be something to watch the SST Slug off Diamond Head, screaming up the backside of a 20-footer, dropping off the lip and stuffing her nose in the trough. *Banzai! Total Destruction, Baby! Yard Sale!!*

"Presumably the insurance company will recover the vessel."

Yeah, right, and monkeys are going to fly out of my butt.

The Singlehanded Sailor  
Sausalito

*T.S.S. — Either the Skookum is as fast or faster than ENZA, or we might have made a typo or some other mistake. We'll leave it to our readers to decide which is more likely.*

### ↑↓DRAMATICALLY DIFFERENT PERSPECTIVE

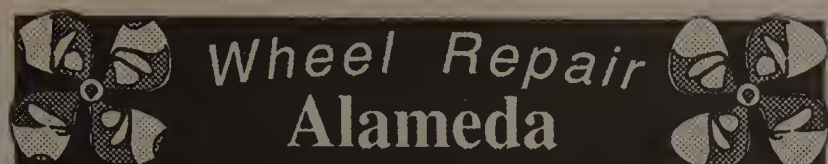
I recently picked up a copy of the August *Latitude* at the new West Marine store in Alexandria, Virginia. I enjoyed getting reacquainted with the West Coast sailing scene again.

Having sailed in the South Pacific, I was particularly interested in the article reporting on this year's storm — and comparing it with the one in 1989 which led to the capsizing of the trimaran *Rose Noelle*.

Although this capsizing did take place on June 4, 1989, almost exactly five years earlier, the *Rose Noelle* was capsized four days out of Picton, off the southeast coast of the North Island at approximately 40° S, more than 650 miles south of the point where this year's fleet was struck. Most significantly, the *Rose Noelle* finally washed ashore on September 30 — after 119 days, not five months as stated in the article — on Great Barrier Island and not the Great Barrier Reef of Australia.

Two most interesting books have been written about the capsizing and 119-day ordeal of the four crew of the *Rose Noelle*. One, entitled *The Spirit of Rose Noelle*, written by John Glennie, the owner and captain, along with Jane Phare, was published by Viking Penguin Books of Auckland. John Glennie and his brother David initially



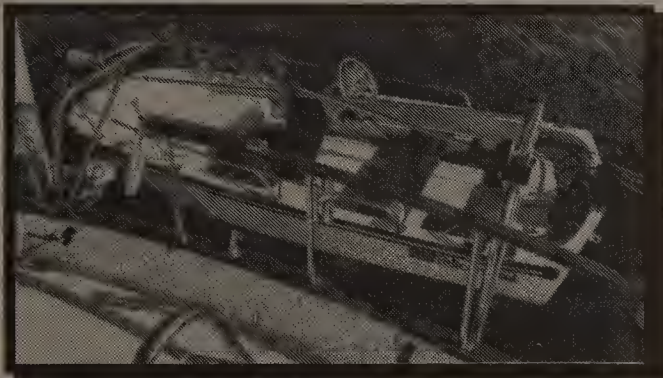


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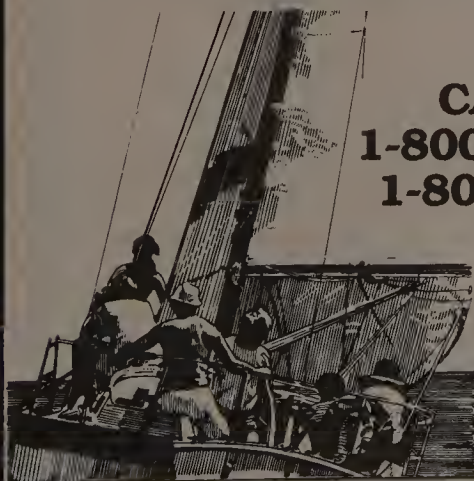
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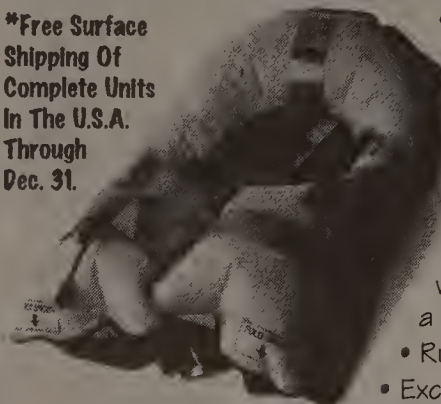
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## LETTERS

cruised the Pacific on a 35-ft Piver-designed Lodestar trimaran between 1965 and 1970. During this voyage they worked in both Hawaii and Southern California, so they may be familiar to readers of *Latitude*.

The second book, *Capsize*, was written by one of the other three crew, James Nalepka, with help from Steve Callahan, and published by Harper Collins of Auckland. Both of these books make interesting reading and tell the story from dramatically different perspectives.

Sidney Shaw  
Falls Church, VA

### WHY THE EARRINGS?

I just returned from sailing a 58-ft Alden yawl back from the Straits of Georgia. This is the most beautiful gunk-holing area in which I've ever been. We anchored at several islands, but perhaps the most picturesque spot was Gorge Harbour on Cortes Island. But that's not why I'm writing.

My Canadian friend's young children and I got into a lengthy discussion as to why pirates wore — wear — gold earrings? Their respective opinions were: 1) they believed it improved their eyesight; 2) that it helped ease aches, pains, arthritis, dyspepsia and chilblains; 3) that a right earring meant they'd cleared the Cape of Good Hope and left earring the Straits of Tierra del Fuego.

Can you throw more fat on the fire? And quote your source, please. Inquiring minds want to know. All my pirate friends are dead.

I've always enjoyed your magazine, and once your photoboot even slammed into the transom of my boat while she was tied up at her berth in Sausalito. It was long ago, you paid for the repair of my rudder, and I have no regrets.

I ran a *Classy Classified* for my beautiful wooden boat for several months recently, and didn't get one call. Hard times? Or do people not like wooden sailboats? I want to move up to a bigger boat, but have to sell this beauty I've owned for 15 years first. I'd even trade her for an immaculate Norton or Triumph motorcycle.

Keith Davis  
Stepping Stone  
Richmond

Keith — Our readers will have to provide the answer on pirates and their earrings. We don't wear a ring, and we don't have a clue.

As for wooden boats, they are much harder to sell than glass ones. Good condition, clean, glass boats have actually been selling very well for quite a while now.

### MUST HAVE BEEN IN PRETTY GOOD SHAPE

I'm writing on the subject of the Coast Guard chopper that crashed at Shelter Cove, killing her crew, while searching for the sailboat *Hope* that had reported having gone aground.

*Hope* must have just hit a rock below the waterline and done minimal damage, because I sailed around her in the cove a couple of days later and she appeared to have suffered no damage at all. I was told that the screw or shaft had been damaged, but above the waterline she was pristine. And she must have been in pretty good shape below the waterline, too, since she rode at anchor for a couple of weeks before being towed away.

As for the crew of *Hope*, they either walked or dinked their way to the beach — at least according to the local Cove gossip. Maybe some day you'll get their side of the story.

C.H. Wilson  
Whale Cove

C.H. — That 'someday' is often six months, the amount of time it takes the Coast Guard to complete an investigation.

### HE IS WORKING ON THE PROBLEM

Here is an update on the San Diego anchoring situation. In late



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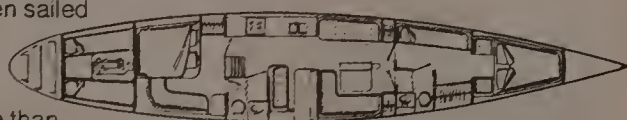
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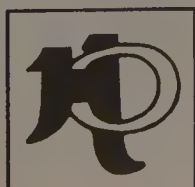
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## LETTERS

September I was invited to a meeting at the San Diego Harbor Police Headquarters. Present were Chief Height from the San Diego Harbor Police, a representative for the marina owners, two officials for the Port of San Diego, four permanent liveaboards currently anchored in various places in San Diego Bay, and me, a visiting cruiser.

Chief Height outlined the rather limited possibilities the harbor has to accommodate boat owners who want to anchor in San Diego Bay. In a genuine effort to help both types of boaters — permanent and transient — he said he will try to set up two types of anchorages. One for permanent residents, which will be what is called A-8 in South Bay, and several short term anchorages for visiting yachts.

Every boat would have to report to the harbor master upon arrival and a place assigned. For long term anchoring, permits will be issued for one year. After that, the boat owner has to pull up his anchor, sail to the harbor dock, and pass a safety inspection before a new permit will be issued.

Short term visitors will get a permit for three to six months. As a visiting boater, I was asked my reaction to having a safety inspection done on my boat. My response was that it was fine with me — as long as the Harbor Police does a safety check on every other vessel that comes into town. You know, checking tires of their cars, insurance, first-aid kit, brakes, and so forth. I told them if that's not what they have in mind, it would cause bad feelings among cruisers: why should they be singled out as tourists who can't be trusted? Other boatowners also voiced strong opposition to a safety inspection.

I asked Chief Height if he was aware of the bad reputation the Harbor Police has among the cruising community. I pointed out that San Diego is easily bypassed by cruisers going south, if they fear they'll get hassled too much. He assured me that he is aware of the problem and is working on it.

His idea is to have the Harbor Police vessels approach visiting yachts and offer friendly advice as to where to anchor, where to check in with the harbor master, where to dispose of trash and where to find other essential services. He wants to avoid heavy-handed attitudes towards cruisers, and seems to be making a genuine effort to improve the image of San Diego in general and the Harbor Police in particular. The meeting was conducted in a very friendly and professional way, and I have no doubt that Chief Height will follow through with his good intentions.

Peter and Antoinette Volgelsang  
*Flying Cloud*  
Brisbane, Australia

*Readers — We've recently spoken with Chris Frost of Downwind Marine in San Diego, who has been part of an eight-person advisory panel and one of the mainstays in attempts to make San Diego a more hospitable place for visitors by boat.*

*Frost had a number of good things to say about Chief Height. "He's extremely conscientious in getting all viewpoints, very cooperative, and very concerned about improving the image of the Harbor Police." That's certainly welcome news.*

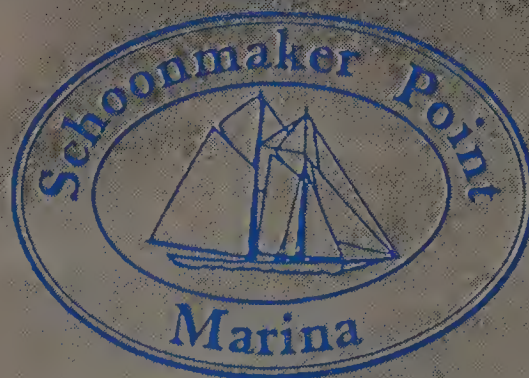
*Frost explains that the Citizens Advisory Committee on Cruising Anchorages in San Diego Bay has made a series of recommendations to Chief Height. The Chief may or may not accept all of these recommendations before making his own recommendation to the Port Commission. The Port Commission, in turn, can accept or reject some or all of Height's recommendations.*

*Frost speculates that eventually there will be a program that will include two short term — 30 to 90 day — anchorages, and one or perhaps two long term anchorages. There might possibly be a one-time paperwork fee of less than \$25 for short term anchoring of up to 90 days. Frost also says that Height seems to be considering the idea of allowing a 72-hour permit to anchor anywhere in San Diego Bay not prohibited by the Navy.*

*"A key to everything is getting rid of derelict boats," says Frost. "The idea is to eliminate them. One of the reasons Chief Height wants*



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## LETTERS

a safety inspection for arriving boats is to determine who owns the boats. We've had a lot of boats sink at the anchorage off Shelter Island, with nobody knowing who they belong to. Such boats can become hazards to navigation and are very expensive to remove."

We'll keep you updated as the situation develops.

### BY FORCE OF EXAMPLE

Thank you for providing such a well-written account of the drowning of Larry Klein in your October issue. Now let's put some real muscle behind your policy of encouraging PFDs. Begin by calling them 'life vests', which provides a subliminal message that it's useful gear rather than the term 'PFD', an annoying acronym at best.

I think you should also avoid implying that life vests are inherently uncomfortable. I've worn standard foul weather gear, but I've found that my paddling jacket and Extrasport canoeing life vest are infinitely more comfortable — and only marginally more expensive. With the canoeing gear, you float with your head and shoulders above the water.

Finally, as the editors of the most eagerly read sailing journal anywhere, you can promote the use of life vests in a very subtle yet effective way. I suggest that as policy, from now on all "looking good" photos will portray a boat with the crew wearing life vests. Exceptions would be photos labeled "historically accurate for their time".

And one month a year could be declared "Latitude 38 PFD month", during which photos of boat crew wearing PFDs would be featured, while photos of neanderthal sailors sans PFDs would be face-obscured for their protection.

I sail a 17-ft centerboard dinghy on the Bay with one to three crew, all resplendent in paddling suits and life vests in eye-gouging colors — and have yet to appear in your magazine. As the owner of a Chesapeake Bay Mobjack — perhaps the only one on the West Coast — I have been hoping to be spotted and added to your life-list, like a wandering Antarctic albatross. It is my belief that many more sailors out there would actually wear a PFD if it meant appearing in your beloved journal.

Your allies in this endeavor should be the boating stores, who could stock the paddling gear and demand more comfortable and visually appealing gear from the manufacturers; the sailing schools who display the Coast Guard required Mae Wests in the lazarette, but fail to promote life vest usage; and the boating industry advertisers, including sailing schools, who send you pictures of their boats being sailed by happy customers without PFDs.

Finally, let me say that I don't think this is an issue best served by pedantry, but by force of example. If the message of life vest use began creeping into the image of sailing in print and on the water, we would all benefit. Personally, all I want is a life vest that looks like a tuxedo but turns neon yellow when submerged in cold water.

Richard Arnold  
Oakland

Richard — We have several huge philosophical problems with your suggestions:

First, we believe the primary purpose of Latitude is to report the news, not dictate behavior.

Secondly, we're big believers in personal choice and personal responsibility — because we're convinced that individuals can make better decisions about matters that affect their lives than can poorly-informed elected or appointed officials in Sacramento and Washington, D.C.

The death of Larry Klein was a terrible tragedy. But we feel the real good that can come of it is not yet another behavior mandate from us or the government, but a simple blunt reminder of the risks associated with sailing on San Francisco Bay — risks that are increased by not wearing a lifejacket.

And while we think it's perfectly reasonable that lifejackets should be mandatory for novices, children and sailors of dinghies and other



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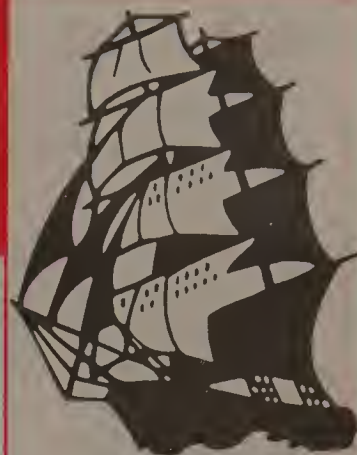
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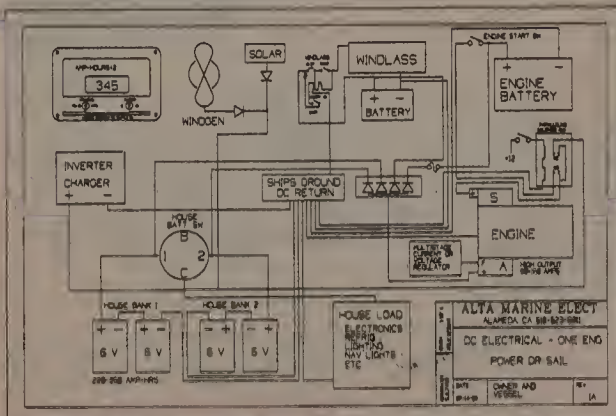
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## LETTERS

easily flipped 'sport' boats, we don't think the same is true for experienced adults. As intelligent and responsible adults, we believe it's our decision alone to decide when and if to put on a lifejacket. And like it or not, we often prefer not to wear one.

There's an epidemic of thought around this country that everybody else but the individual is responsible for whatever bad happens to him or her. Ninety-nine percent of the time it's complete hogwash. For the good of all, this portrayal of pseudo-helplessness should be exposed rather than encouraged. The truth of the matter is Larry Klein, a longtime professional sailor, knew the risks he was running. That a partial cause of his death was the fact that he didn't wear a lifejacket is nobody's fault but his own. If we die because we decide not to wear a lifejacket, **IT'S OUR OWN FAULT!**

So here's the deal: It's been repeatedly proven that the wearing of lifejackets saves lives. If you don't wear a lifejacket, you're being foolish, and your chances of surviving nautical accidents are considerably diminished.

By the way, the wearing of lifejackets is mandatory at the sailing schools we're familiar with.

### THE RASH OF INSURANCE CANCELLATIONS

Latitude really gets around! We had a friend call from Minneapolis to say we should check in. Meanwhile, the October Issue arrived here in Ventura where we've been reading about the rash of insurance cancellations occurring in the cruising fleet.

We were already aware of the problem. While summering in Trinidad last year, we heard of numerous instances in which boatowners received notices of huge premium increases from A.W. Lawrence. There were also some outright cancellations.

We recommend that anyone seeking worldwide coverage ask for a quotation from Pantaenius UK, Ltd. They are German underwriters with a London office, and are very widely used by cruising sailors in the Mediterranean.

We were insured with Lloyds prior to switching to Pantaenius. The premium was about the same, but the similarities ended there. Pantaenius faxed us a quotation the same day we requested it, and we were able to initiate coverage with a minimum of fuss in just a few days. We were not asked to have our Tayana 55 surveyed, but did forward a year-old survey to them. The terms of coverage allowed us to sail at night without additional crew — unlike Lloyds — and without area restrictions — also unlike Lloyds. Although the premium was the same, Pantaenius' deductible was just 10% of Lloyds.

Pantaenius offers a discount up to 40% for claims-free coverage, and will write a separate policy for the dinghy and outboard so a claim for a dinghy theft won't count against your hull insurance. They also offer credit for claims-free years with your previous insurer. All this and they have a reputation for fast and satisfactory claims settlement.

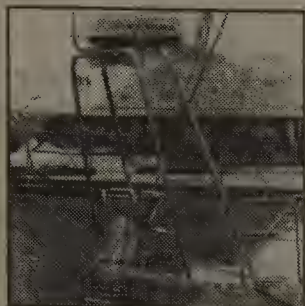
Their office staff in London are unfailingly polite and thorough. Unfortunately, we understand that they are unwilling to insure a U.S. vessel in United States waters, so folks going cruising may have to wait until they get to Mexico to begin coverage.

The best way to communicate with Pantaenius is by fax at (44) 0752-22-36-56 or phone (44) 0752-22-36-37. I hope this helps someone.

We, of course, are grappling with a different problem: what to do now that the cruising kitty has run out. Various ideas have been tossed around — and out. One idea has been to join the apparently lucrative seminar circuit by developing a cruising course with emphasis on the truly essential stuff — although we'll leave the survival at sea and medicine afloat topics to others.

What we have in mind is a wine desensitization program, possibly using a punishment-reward format to reeducate those with pampered taste buds. We'll soon have you forgetting that Jordan Chardonnay and lusting for the subtle flavor of Padre Kino from Mexico, Ino from Greece, and even the wondrous Buzbag — no kidding — from





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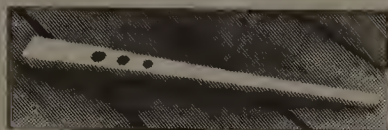
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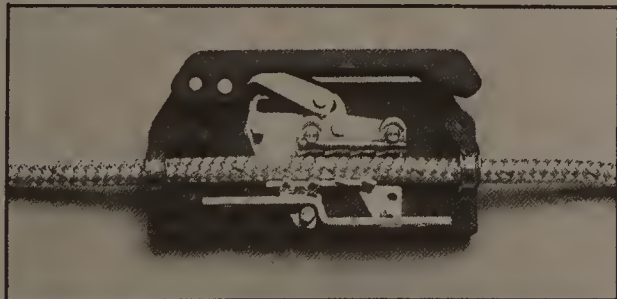
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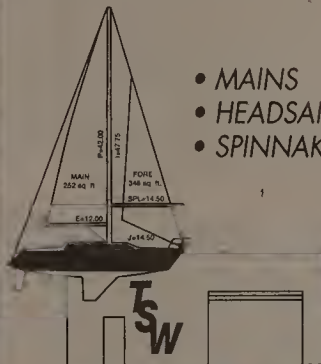
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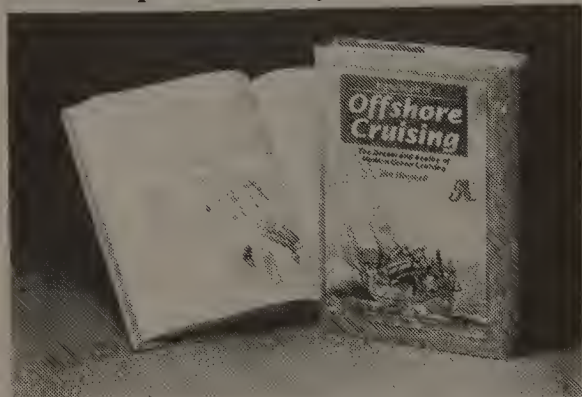
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## BOOK TALK

Our first *Book Talk* in *Latitude 38* brought a lot of requests for our new catalog, some letters, and several orders for books. Some came from far away, including Marblehead, MA and the Virgin Islands. Many requests concerned the **Handbook of Offshore Cruising**, which we consider the most important nautical book to be published this year.



The picture can only hint at the wealth of material contained in its 480 pages. It has everything you always wanted to know about offshore cruising, and quite a bit of hard to find information you didn't even know you needed. Priced at only \$39.95, it is about half the price of its big-yacht, fat-wallet competitor. The author, Jim Howard, is currently cruising the Pacific in his Ohlson 38 *Denali*. If you see him, tell him you saw his book written up in *Latitude 38*.

Some important new books didn't get mentioned last time, including "The Jaws of Death", an awe-inspiring book on sharks, packed with scientific information and numerous true stories of shark attacks on man. A fairly gruesome section of color pictures is not for the faint-hearted. Also on the science shelf — and a must for every sailor — is the new "Weather Handbook" by famous British (the Brits know weather) meteorologist and sailor Alan Watts. Around the time this issue appears, we will also have veteran BOC racer Francis Stokes' charming reminiscences "The Moonshine Logs". This very personal account provides an unusual insight into the special world of single-handed ocean racing. Francis makes it sound all so simple, but don't you believe it.

Since this is our last pre-Christmas issue, let me recommend a great book for kids. "Young Sailor" is a marvelous, fully illustrated introduction to sailing and the sea for sailors age 8 and up — including grown-ups. The price is only \$13.95. These books make great gifts. Take two, they're small.

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## LETTERS

Turkey.

As if that's not enough we've also been working on new product development. Steve has invented and perfected the one item of equipment no cruising boat can go without. It's the LOB-A-GLOB™, which is guaranteed to keep those pesky jet-skis at bay. LOB-A-GLOB!™ is a large-capacity, high pressure liquid launcher that connects, at the deck fitting, directly to a boat's waste holding tank. The deluxe model features a GPS interface for more accurate tracking and targeting.

Ultimately we've decided it's better the devil you know, so Steve's accepted a position with a software development firm. We're currently at Ventura Isle Marina, where we're buffing and fluffing *Long Tall Sally*. It's going to be a few years until we can do this again, so we plan on putting her up for sale soon.

We meet so many people who are outfitting boats for cruising. They invariably ask the same questions: 1) What sailing areas did we like best/least? 2) What gear worked well/not so well on the boat, and 3) How much did it cost?

At the risk of blundering into a 'roller-failing' controversy, we'd be interested in sharing our ideas and experiences — especially with regard to preparation and outfitting. Until then, we'll just say that you'll have unique and wonderful experiences wherever you cruise, so we recommend you not worry too much about *where* to go. Further, no one needs a 55-ft boat to cruise comfortably, but we have lots of ideas for improving the quality of life on board any boat. Perhaps *Latitude* would be interested in some of this stuff.

Steve and Maureen  
*Long Tall Sally*, Tayana 55  
Ventura Isle Marina

Steve & Sally — When you get back to Northern California, we'd love to do an interview with you.

Thanks for the information on *Pantaenius*, which insures 25,000 boats in 35 countries. Unfortunately, as of October 20, their underwriters have decided they don't want any U.S. or Canadian boats, "unless they are sailing permanently in European waters".

How come?

"This decision has been made because of the potential additional costs under U.S. and Canadian legislation and relates to all enquiries we receive for yachts valued under US \$450,000."

If the Trial Lawyers of America would like to take a bow in recognition for the fruits of their labors, now would be an appropriate time.

### ⇓CAME UP WITH NADA

Your last article about the Sea of Cortez really got me thinking. Since I'm over here on the East Coast, maybe I should consider popping over to Baja for Christmas and chartering a boat to see what you're talking about. But I've scoured recent issues to locate charter operations in Baja and came up with *nada*. I got the same results paging through the recent issues of *Cruising World* and *Sail*. Isn't there someone reliable out there that has a fleet down in Baja?

You probably get tired of hearing it, but your magazine has to be one of the best on the market — even from my perspective back on the East Coast. I usually pick up an extra copy from West Marine here in Annapolis to send to cruising friends up or down the coast in order to whet their appetite for *Latitude*.

Peter H. Satterlee  
Edgewater, Maryland

Peter — Thanks for the kind words. If all of you who pick up copies of *Latitude* outside of Northern California would like to do us a huge favor, please, please, please pass the magazines along to others in your area when you're done reading them. It makes no business sense for us to distribute as many as we do to the East Coast, but we're old hippies and we like the karma.



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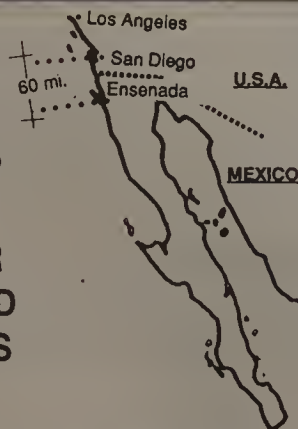


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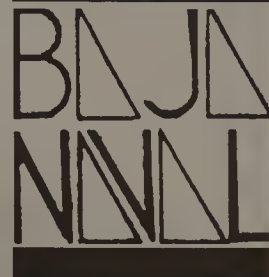
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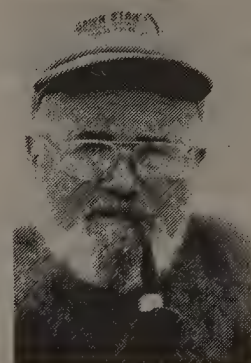
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## LETTERS

As for chartering in the Sea of Cortez, *The Moorings* in La Paz has the only significant fleet. It's not easy to set up and run a charter operation in Mexico. One tip: late spring and early fall are the best times to charter in the Sea of Cortez. Christmas would be dicey.

### SEWED MILES OF SEAMS

First off, I want to express my appreciation for the kind words in the September issue by Dick Burkhart of *Hokulani*. . . Mahahalo.

I always perk up when I hear or see anything about the *Balclutha*. In 1935, I was aboard with a bunch of other kids. We sailed — actually drifted — her from Long Beach to San Diego. It took two days! Her name at that time was *Pacific Queen*, formerly the *Star of Alaska*.

In 1936 *Pacific Queen* was chartered to go into Mexican waters to collect elephant seals, about a three to four-week trip. I was aboard as "an experienced helmsman." We had quite an adventure with some great sailing, storms and calms.

A square-rigger doesn't beat to windward very well, I can assure you. So after trying to beat up the coast for some time, Capt. Roy Moyes said, "Nobody beats back up the coast, so why should we?" So he had us take off on a southwest course before eventually swinging northerly to catch the trades. Three times we had to get food from other ships. We sewed miles of seams in very heavy canvas sails. We were out 67 days!

And you know what? We didn't get a single elephant seal!

My log is on the *Balclutha*.

P.S. I find few stories in the 'slicks' that are anywhere as real as those in 38, which are written by real people that really are doing the real thing.

Ben McCormack  
Moani

Lahaina, Maui, Hawaii

### TRYING TO CONQUER JET LAG

Accompanying this letter is my contribution to the 'Where in the world is *Latitude*?' series.

For those who don't know, Langkawi is an island off the northwest coast of Malaysia just below Thailand.

Since I travel to Malaysia frequently, I always take the latest copy of *Latitude* for my airline flight across the Pacific. I can't conquer jet lag, but reading *Latitude* helps.



COURTESY GREGG MCKEE

Although your magazine is great, it's still not an adequate substitute for *Zandemere*. She's the Sabre 34 I bought through the *Classy Classifieds* in February.

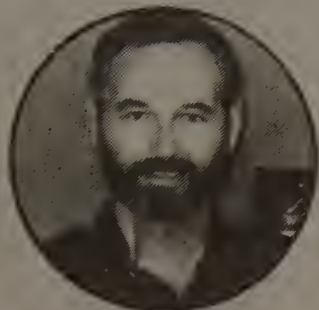
Gregg McKee  
Oakland

Gregg — Why not sail *Zandemere* across the Pacific to Malaysia's Raja Muda Cup and Thailand's King's Cup?



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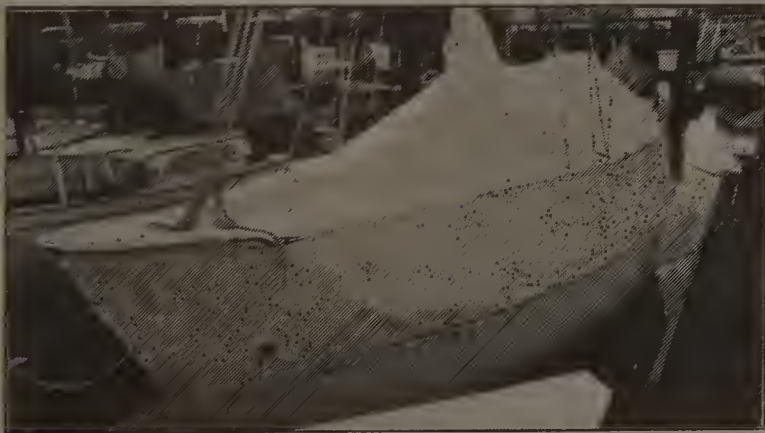
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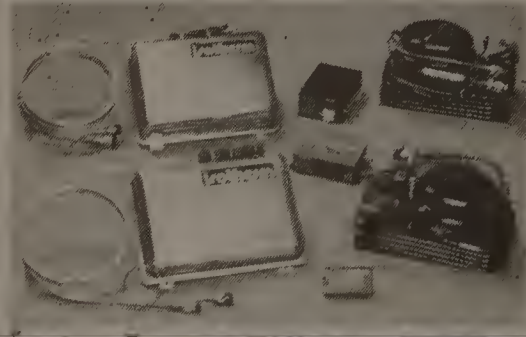
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## LOOSE LIPS

Behind the scenes.

It's hard for the lay person — even one who sails but has never raced — to get a handle on what it takes to mount a successful racing campaign. In doing the *Racing Sheet* piece for this issue on the Women's One Design Challenge, in which the San Francisco team took second, this was brought home vividly once again. Since everything nautical should have at least two purposes, we thought we'd give you a glimpse of what it took, while at the same time allowing the team to acknowledge and thank their various supporters.

Team practice began soon after their entry had been accepted back in July. For months, they practiced on our local waters aboard a succession of loaned boats, including Cal Berkeley's *Coyote*, Les Raos' *Santana 35 Breakout* and Blake Peltier's *Express 37 Warlock*. Coaches such as John Stewart, Will Benedict, Kim Desenberg, Jeff Thorpe, Billy Erkelens and especially Gary Sadamori, helped streamline those endless dip-pole jibes, as well as emphasize the importance of teamwork and communication.

Crew duties continued ashore, where team members took active parts in pounding on doors soliciting support. Among businesses and individuals who contributed to the effort were: North, Sobstad, Hood and UK Sailmakers, Ronstan, Otis Spunkmeier Cookies, San Francisco Boat Works, Svendsens, Nelson's Marine, Rob Anderson, Tad Lacy and the Belvedere Cove Foundation, St. Francis YC Foundation, the San Francisco Sailing Foundation (SFSF), Encinal YC, Encinal Foundation, Dr. Dave Oliver, Rudiger New Life Sails, San Francisco YC, Whales Tail, Tied House, West Marine (Oakland and Sausalito stores), Joe Case (whose SC 70 *Mongoose* served as the team's support vessel), everyone's better half and lots of friends.

"On behalf of the San Francisco team, thanks for your support and encouragement," says team leader Amanda Russell.

The big chill.

With winter just around the corner, here's a question for you: Of all 50 states, which would you guess had the most freeze-related boat damage every year? New York? Maine? Alaska? Michigan? Try California. A study of claims filed by the marine insurance division of BOAT/US found that Golden State boats suffered more cold-weather damage than any others. The reason, speculates BOAT/US, is that in the normal cold-weather states, boaters know to take precautions. Out here, boaters don't pay much attention to freezing weather because it never happens. Well, almost never.

Baseball and boating.

If you caught Ken Burns' excellent PBS mini-series *Baseball* last month, you will have already appreciated one of Studs Terkel's vignettes. If you missed it, here's an instant replay:

"There's this fanatical Red Sox fan. You know, all his life he dreams, eats and sleeps baseball. Finally, one day, this righteous man says to him, 'Is there nothing more important than baseball? Suppose you're in a boat that's sinking. You can only save one person and the only other two people aboard are your father and Ted Williams. . . . Who would you save?'"

"Are you crazy?" replies the man. "My father can't even bat .200!"

According to the *Grab Bag*.

All ocean liners have ants.

Looking for Glen.

I am looking for an individual named Glen Yarborough (spelling may be Yarbrough). I know that he is an avid boater and the last word I heard concerning his whereabouts is that he was in the San Francisco area. All I can tell you beyond that is that he was an entertainer in the late '50s and early '60s. If anyone knows his whereabouts, I'd appreciate them contacting me.

— William Cook, c/o Captain's Nautical Supplies  
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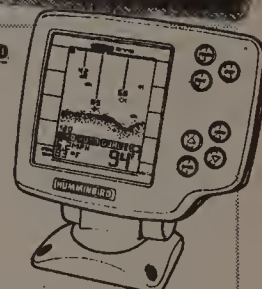
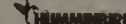
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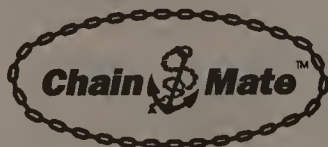
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## LOOSE LIPS

Woke up, it was a Chelsea morning...

What's it like to be told you'll teach the daughter of the President of the United States how to sail? Not nearly as unnerving as being given the news half an hour before she arrives.

President Clinton's daughter, Chelsea, hoisted sail at the J/World Sailing School in mid-August in Newport, Rhode Island, and spent five days in a beginners' program aboard a J/24. Several weeks prior to her arrival, the Secret Service and J/World administrators began to develop plans to ensure that Chelsea would be able to concentrate on her sailing tasks, yet not have security so tight that it would restrict her learning or her fun. In fact, security was so tight that her first instructor was not told who her student would be until 30 minutes before Chelsea arrived.

"When I was handed a radio and told that a Coast Guard cutter would be following me all day, I said I'm just going to pretend I don't know who this person is for as long as I can," said Heather Johnson, one of J/World's chief instructors. "I think it was nicer that way for both of us."

Johnson caught herself several times wishing she had not called Chelsea's name so loud when giving instructions. "It's like thinking you'll cause an avalanche when you're skiing." Most of the time, however, Chelsea was treated no differently than the other students and, says J/World, "She attacked sailing with a sense of humor, enthusiasm and concentration that any parent would be proud of."



Chelsea Clinton.

### Get some culture.

San Francisco is rich in maritime history. From the Gold Rush to the clipper ships to the huge iron sailing ships in the last great age of sail, this port has seen it all. If you've ever cultivated more than a passing interest in any of it, you might be interested in joining the docent program at the San Francisco Maritime National Historical Park. A comprehensive training program will prepare you to use the museum's resources, do research and present interpretive talks, assist with special tours and programs and perform other museum-related duties. Applicants must be at least 18. For more information, call the Docent Services Coordinator at (415) 556-8545.

### How much?!

According to England's *Yachting World*, the back-up mast for the Farr maxi *Longobarda*, which recently competed in the St. Francis Big Boat Series, cost \$1,000,000. Her original owner, a rival of late Italian America's Cup backer Raul Gardini, obviously spared no expense in having the boat built.

As is the case with over-the-hill racing machines — although only five years old, *Longobarda* finished 3rd in a three boat class — current owner Mike Slade of London picked her up (along with three trailers of ultra-expensive gear) for a song. Reportedly, his wife still prefers sailing on their other boat, the Ocean 80 *Ocean Leopard*.



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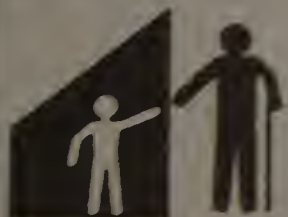
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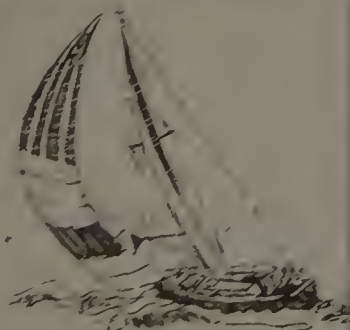


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# SIGHTINGS

## learning the hard way

The recent death of Larry Klein hit me hard in two ways. The first was that I was one of the few people around here who knew him. We were part of a huge crowd of young sailors that grew up together in the Detroit area in the 1970s, and we both spent time as sailmakers. I remember his incredible height, his flashing smile, his smooth voice, his friendliness and how much everybody liked and respected him. I also recall that even back then, in his early 20s, we knew he would be a pro — sailing was his life. I moved away in 1976 and never saw Larry after that, although I knew he moved to San Diego, and sort of kept track of him.

continued outside column of next sightings page

## a current

As those of you listening in may recall, on the 4th of October, at 0900 hours on channel 16, a tsunami warning was broadcast. The wave was forecast to hit the West Coast by 1536. I don't know what your coordinates were, but *Grandpa Jack*, our 38-ft ketch, was at 41° 40' N and 124° 13' W — that's right, Crescent City.

From then on, myself and several other WCIMS (West Coast Inshore Motor Sailors)

*Anne and Brian: imagine the worst and plan how you'll survive it.*





## affair

were checking the harbor entrance — and our underwear — every hour on the hour. Except for Ray on *Homebrew*. All through the ordeal, he kept saying things like "There's nothing to worry about," "We've all got to deal with what we've got to deal with," and "We're all survivors."

At approximately 1315, the tsunami, which originated in Japan, hit Hawaii. I

continued middle of next sightings page

## hard way — cont'd

I didn't even know he was in town for the Big Boat Series until I heard that he was dead. The shock was compounded because it was Larry, and the people I sail with here, who are like my family, didn't know him. They didn't know that I knew him until I told them.

But the other reason this thing has hit me so hard is because of the lesson that we all need to learn, the one about wearing sea boots and flotation. I had already learned this lesson the hard way. Two and a half years ago, in April 1992, three people fell off the Express 37 *Blitz* during a series of spinnaker round-downs while we were on a 'practice cruise.' The first two were myself and George Neill, who were not wearing lifejackets. The third was my 9-year-old son Brian, who was. Brian immediately became separated from the boat and we sailed away from him.

I had gone from the cabin top onto the boom, which was in the water. My first instinct was to let go and swim to be with my son. But I knew that because I was in full foulies and boots, and had no flotation, I would either perish or put Brian at more risk by depending on his lifejacket to keep us both afloat.

At the same time, I was kicking off my sea boots. I have known for a long, long time that if I ever ended up in the water, that would be the first thing I would do. I heard it or read it somewhere, and it stuck with me. I am the kind of person who imagines the worst, believes that it could happen, and then thinks about what I would do. That's not worry; that's preparation. When I bought those boots I purposely bought them large enough so that I could kick them off easily. Once they were off, I felt like a fish. I swam to the rail and was hoisted aboard.

But it took several minutes to get a rope around George and to winch him back aboard. I remember water pouring out of his sea boots as he came up.

I don't really know who else was on board that day; I had never sailed with any of them before and couldn't pick them out of a crowd, except for one guy. It seems that many were inexperienced; certainly two guys did most of the work of getting us turned around, finally, and sailing back towards my son. Motoring was not an option that day — the prop had been removed for repair.

We were somewhere around Harding, and I'd gotten a visual bearing on Brian in relationship to Yellow Bluff until we got so far away that he vanished. It was a nasty day. A rain squall came through and visibility dropped to a few yards. I couldn't even see the shore anymore. As we searched, I willed myself to stay cool, follow my instincts and keep my bearings. The cloud passed, and I spotted Brian abeam and to leeward, a few hundred yards away, beautiful and mad as hell. We drove down, circled and rescued him.

The fact that my son was wearing a lifejacket and that the warm *El Niño* water was in the Bay saved him from drowning and hypothermia. I am not proud of the fact that I placed him at risk that day. I knew the prop had been removed when we went out, and I knew the weather was going to be bad. Brian didn't even want to go — I made him. That night, I cried all night long in shame.

On the way home that day, I asked Brian what scared him the most about the whole thing. He said, "It could happen to you again." He knows it will never happen to him: he'll never set foot on a sailboat again, although he still loves salmon fishing and tubing on his dad's powerboat. I promised him right then that I would always wear a lifejacket when I go sailing, because that was what had saved his life.

I have told this story to the people I am closest to, the ones I sail with and against. Each time I tell it there is an emotional price tag, so I usually avoid bringing it up for pure entertainment around people I don't know well. So far, I am the only person I know who wears a flotation vest because of it. They put on their boots, they hand me up my vest, and we go sailing. I finally bought myself another pair of boots this year. Rather large ones, of course.

You can bet that Larry Klein put a lifejacket on his baby boy when he took him sailing. But Larry's kid never got a chance to make his dad promise to wear one himself. And I never got my chance to say 'Hi.'

Please, everybody, don't just read this one and forget it. Chuck Riley is right. If you wear boots, wear flotation.

And buy the boots big.

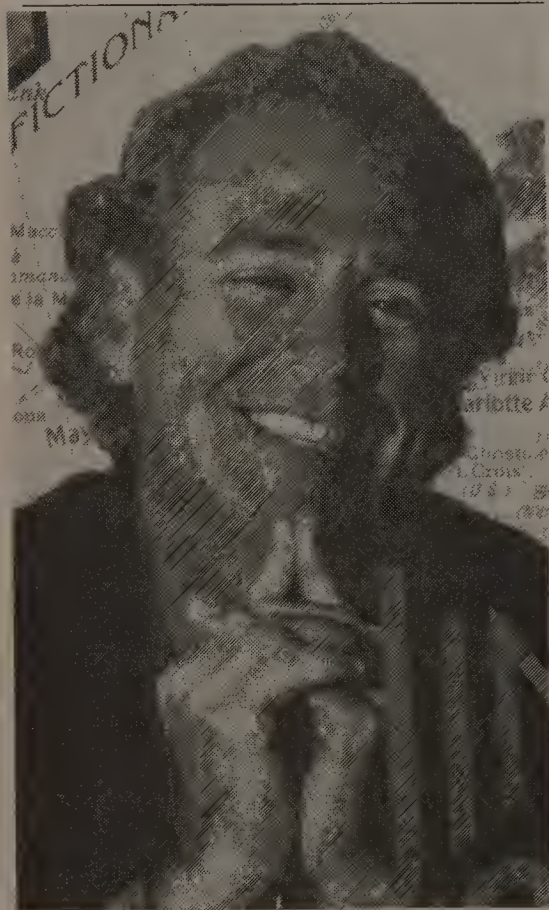
— anne schreiber  
crewmember, J/35 Slithergadee



# SIGHTINGS

## sailing away to margaritaville

*So many nights I just dream of the ocean, God I wish I was sailing again...*



Above, Jimmy Buffett. Spread, 'Fancy.'

More than any other entertainer, the words of Jimmy Buffett have echoed through the anchorages and cabins of sailing vagabonds worldwide. We know this to be true because 9 of every 10 boats we've ever been on large enough to have a tape player also has at least one Buffett album aboard. Our personal favorite has always been an early one, A1A.

The Caribbean cowboy is still writing songs (and books) and touring yearly. In our neck of the woods, he usually hits Shoreline Amphitheater for a show or two every late summer or early fall.

Buffett also still does a fair bit of sailing, we're told, although these days he divides it up with other passions such as fishing and hunting. He's done at least a couple of Antigua Race weeks aboard various boats, and has for a long time owned a beautiful little Alerion 26 sloop named *Savannah Jane*, after one of his daughters. He also owned a Cheoy-Lee Clipper 42 for awhile.

The newest boat in the Buffett stable is the lovely black-hulled *Fancy*, which was designed, built and sailed for the last decade by partners Rick Wood and Alfie Sanford of Sanford/

Wood Marine in Richmond.

*Fancy* was a unique project from the start. Sporting essentially the same sweet lines of an Alerion blown up to 50 feet, perhaps the most unique aspect of the boat is how it was built: from the inside out. Construction began with the fabrication of a copper/nickel weldment, which contained the keel and some of the backbone. As the building progressed, bulkheads were erected, the engine was installed and much of the interior furniture, plumbing and so on was added — all of which was easily accessible from floor level as there was still no hull. That component went on last, as several layers of cold-molded wood using WEST System epoxy.

The result is the lovely sloop you see here.

Sanford/Wood had also built 19 of the Alerions, which is how Rick Wood got to know Jimmy Buffett. The two became friends, and traditionally, Buffett always calls Rick when he comes out this way to get together for some sailing or fishing. A lot of the former took place on board *Fancy* out on the Bay.

Last year, Wood trucked the boat back to Nantucket to have a go at the New England charter business. It was no surprise when Buffett booked *Fancy* for the latter part of the summer, but it was a pleasant surprise when he finally offered to buy the boat.

Jimmy was a bit vague on his exact plans for the boat, but as far as Rick knows, he plans to keep her in New England for the time being and sail down to his current digs in St. Barts next summer.

## wrong place at the wrong time

The weekend of October 14-16 was not one to be on the ocean off Northern California. As normally tough a group as the Master Mariners actually had to abort their annual cruise to Drake's Bay after being thrashed by heavy winds and seas outside the Golden Gate Saturday. One boat almost

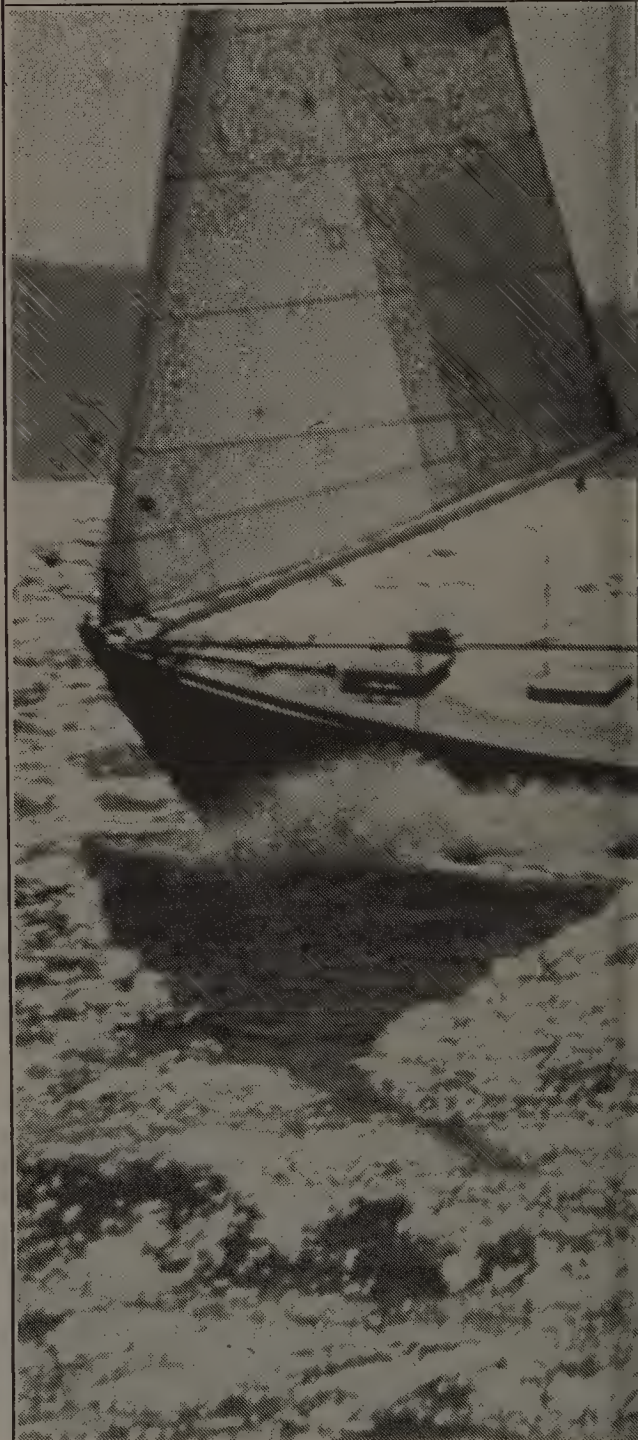
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## affair

believe it was documented as a 1-foot swell. The tsunami warning was cancelled! However, we then entered what one may call 'The Twilight Zone.'

Ray was moored on the south side of the dock (parallel with latitude 38), as were all the other boats except *Grandpa Jack*.

There was never any wave, but about 1700, a 6 to 8-knot current surged through the marina. It was so strong and sudden it caused confused herring to jump onto the docks. Our docklines on *Grandpa Jack* went bar-taut and the boat heeled over almost 15 degrees, our stays touching the dock. Steve and I held our breath. Either our lines would rip the cleats off the dock or we were going to suffer serious rig damage.





## — cont'd

Thanks to Ray, it didn't happen. Instinctively, he ran over and cut our stern line, allowing *Grandpa* to swing away from the dock, bow into the current. Steve, who is sometimes known as 'Bligh', was at first indignant. "That was a brand new line," he shouted. Said Ray, "Sorry, Steve. It was the only way to save your boat."

The current surges occurred every hour or so after that throughout the night, though none was as strong as the one that *almost* damaged our rig.

Our special thanks to Ray Young on *Homebrew* for helping us uninitiated Canadians survive the hazards of the Northern California coast.

— victoria fryer

## wrong place — cont'd

sank and all but one of the rest turned for home soon thereafter, leaving a support team waiting on shore at Drake's with 100 pounds of unbarbecued oysters. In talking with the rangers there, they learned that the Pt. Reyes lighthouse had recorded a gust of 96 mph.

Cecil Pearson was also out that weekend, intending to sail his Merit 25 *Incorrigible* on one last fun cruise to Half Moon Bay before being 'Bay locked' for the winter. His crew for the trip was Wendy Pearson, who despite the surname is not related.

"I'd been planning this trip for awhile, but as the week progressed, the weather reports weren't too favorable," says Cecil. "But I'd made the trip lots of times, sometimes in lots of wind. I decided we'd go late Friday afternoon and maybe it would have calmed down."

*Incorrigible* departed Berkeley Marina at 6 p.m. and actually had to motor from about Alcatraz to the bridge. By the time they reached Mile Rock, however, they had the jib down and were tucking a reef in the main. They carried on that way, turning the corner and scooting south on a quick if bumpy ride.

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## wrong place — cont'd

Rather than abating as forecast, the wind started building. About midnight, a gust Cecil estimates at 50 knots hit the boat. The reef line broke and in an instant, the main ripped in half. Cecil and Wendy got it down, in their haste tying it to the boom with the unused jib sheets. Then he went aft and started the boat's outboard.

The big seas put a stop to that in short order. One wave swamped the engine, but he got it started again. Another wave broke over the back of the boat, not only killing the motor but almost ripping it off the transom. This time, it wouldn't restart.

*Incorrigible* was about 4 miles off Point San Pedro at this point. Cecil put out the anchor, a Danforth, and all 300 feet of scope. Then he called the Coast Guard.

"They told us they were real busy at the time; that they had another boat in trouble farther out," says Cecil. "They said if we could sit tight, they could come and get us in the morning." They also asked *Incorrigible* to stay on a 1-hour radio schedule.

It wasn't exactly what Cecil and Wendy wanted to hear, but the situation was what it was. The motion was decidedly uncomfortable, but Merits are tough little boats. They settled in below as comfortably as they could and waited. Among other things, Pearson reflected on how he had acquired the boat five years ago. It had broken off a mooring in a storm in Half Moon Bay and washed onto a sandy beach. Cecil and the harbor master pulled it off, contacted the owner and — well, here he was.

An hour went by and Cecil contacted the Coasties again. In the middle of the conversation, the radio went dead. The battery had run down. Forty-five minutes later, a Coast Guard helicopter was overhead, lowering a handheld VHF radio. After establishing they were still okay, the helicopter pilot asked them to keep to a half-hour radio schedule. Then he zoomed off on another call.

Within the hour, conditions had deteriorated even more. The wind was now a steady 50 knots and the boat was really jerking on its ground tackle. Several waves Cecil estimates at 15 feet broke over them. Sometime around 3 a.m., he stuck his head out of the companionway for a look around and saw surf. The beach was no longer 4 miles away. It was less than a half mile. They were dragging.

Informed that the situation had taken on a new urgency, the Coast Guard helicopter was back within half an hour.

"They dropped a diver in the water. He swam over to the boat and asked if we were ready to get off. We said, 'yes.' Then he said because of the rig, they'd prefer to have us go over the side and retrieve us from the water."

As he and Wendy were already wet, cold and tired, Cecil decided against the water rescue. So the helicopter pilot lowered the basket to the boat. Wendy went up first. When Cecil's turn came, he had no sooner been strapped in the basket than it went over the side. Although it "seemed like a long time", he was underwater only a few seconds before being reeled up. The diver was retrieved last.

"The Coast Guard crew were excellent," says Cecil, "especially the pilot. It was some tough flying he did that night."

The next morning, washed and rested, he and Wendy drove out to the coast with a friend. "I didn't see the boat at anchor, so the first place I thought to look was at Shelter Cove (just north of Pt. San Pedro). And that's where she was, up on the rocks.

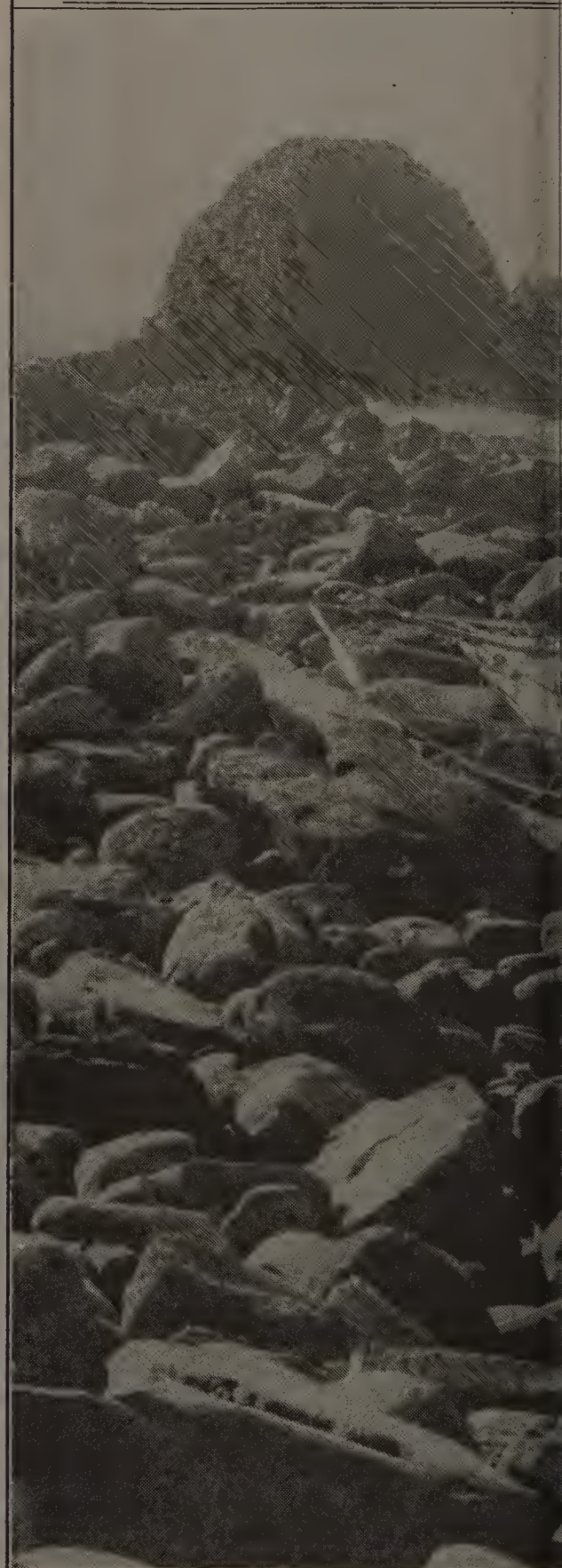
Although the boat may look salvageable in this photo, Cecil says it resembles "a hard-boiled egg dropped from 10 feet. It still holds its shape, but structurally, there's nothing left." The next week, he and friends made the difficult trek out to the boat each low tide to retrieve what gear they could. It didn't consist of much — the winches, some sheets, the spinnaker, some deck hardware. The rig was a pretzel, the spinnaker pole and boom were bent, the outboard engine was long gone. Perhaps worst of all, he was in between insurance on the boat. "I'd let my last policy lapse two months before, and was going to start a new one before the Great Pumpkin," says Cecil.

In retrospect, Pearson feels the only significant thing he could have done differently was not go out at all. "We could also have flown the jib and probably made it a bit farther, but it was 100% and I don't know if it would

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## gps

The Global Positioning System declared Initial Operational Capability on March 25, 1994, at which time it was taken out of the experimental mode. However, in September, additional changes were made to the GPS satellite signals that resulted in errors in the time transfer data recorded by GPS receivers





## recall

made by Micrologic.

Micrologic receivers use something called a Kalman filter, which the company claims gives the most accurate estimate of position and speed possible — but which also made the units vulnerable to the type of error

continued middle of next sightings page

## wrong place — cont'd

have held, either," says Cecil. "Plus, if we'd carried on another hour, I think our batteries would have been dead when I tried to make my first call to the Coast Guard."

This story does have a happy ending, sort of. "We just had a new Merit 25 owner join the fleet," says Cecil. "She wanted to do the Great Pumpkin, but she had no crew and no spinnaker. Now she has both."

"And get this," he says, "the name of the boat is *Deja Vu*."



PAUL KAMEN



## time to reef

You've heard of swords to plowshares. How about tanks to fish tanks? This scene took place off the East Coast last month as six Vietnamese-era M-60 tanks were pushed off a barge into the ocean off New Jersey. Officials say the sinking of the tanks will form artificial reefs, which will help spur recreational and commercial fishing, as well as provide a nifty dive site.

We think it's a brilliant idea simply for giving the future of our society one of its rare *positive* metaphors: the war machine, built to kill, ends up *giving* life. Wow, that's heavy. Let's shove the whole lot in.

On a related subject, here on the West Coast, Chevron Oil was due to disassemble Hazel, Heidi, Hope and Hilda, the four no-longer-productive oil rigs in the Santa Barbara Channel. But we at *Latitude* aren't the only ones who are thinking that tearing down the oil rigs might be bad for the environment.

We realize that just about everybody but the Wanderer perceives oil rigs as mutilations of Nature. Furthermore, they're symbols of 'big oil' which all of us — despite using their products every day — have been trained to despise.

But according to Milton Love of Santa Barbara's Marine Research Institute, in the half-century or so that the rigs have been in place, each one has become a small ecosystem unto itself. He estimates that each of the rigs is home to as many as 20,000 fish, most of which wouldn't have survived had the rigs not existed — and won't survive if they're torn down. Love thinks it makes sense to dismantle the top part of the rigs, but leave the bottoms as fish habitats.

It's possible, of course, that Love is a stooge of Big Oil and has doctored the figures. But there's another group interested in the same use of the rigs: the United Anglers of California. While certainly not in the camp of 'Big Oil', they're hoping the bottoms of Chevron's non-productive rigs can be used to start a 'rigs to reefs' program similar to one in place in the Gulf of Mexico. Apparently, the out-of-use oil rigs there are covered with mussels and teeming with sea life.

"As reefs, they provide habitat and a structure onto which things can attach," says UAC's David O. Brown. Along with a couple of associates, Brown is creating a documentary designed to show how beneficial old oil rigs can be as reefs.

We don't claim to be experts on the marine environment, but it would seem to us that leaving the lower third of the defunct oil rigs in place would have two distinct advantages:

1. It would preserve the habitat of 100,000 or more fish that perhaps otherwise wouldn't survive.
2. It would save Chevron what would obviously be the considerable expense — and perhaps pollution — that would be incurred in the dismantling of the structures from the ocean floor. In fact, maybe the money they save could be used to place the top two-thirds of the four old rigs elsewhere on the ocean floor to create habitats for another 200,000 or so fish.

It would seem like a no-brainer to leave the bottom of the rigs in place. In fact, it would seem like we ought to be leaving a lot of other reef-creating environments — such as old ships — on the bottom. If there's flaw to this logic, would someone please enlighten us?

## it's a big ocean

There's always an element of excitement that accompanies the auction of a vessel seized by the government, especially when it's a 71-ft sailboat seized in connection with a drug smuggling operation. We thus anticipate quite a crowd when EG&G Dynatrend auctions *Elmo's Fire* at NorPac Ship and Yacht Brokerage in San Rafael on December 1. And you can bet we'll be there, because *Latitude's* charterboat *Big O* is a sistership.

Interestingly enough, four of the 24 Ocean 71s ever built now have Bay Area connections. There's *Big O*, which has just left on the *Baja Ha-Ha Race*. It's also the first leg of a 13-month charter expedition to Panama, the Caribbean, the Med and back to the Caribbean. We've owned her since 1987.

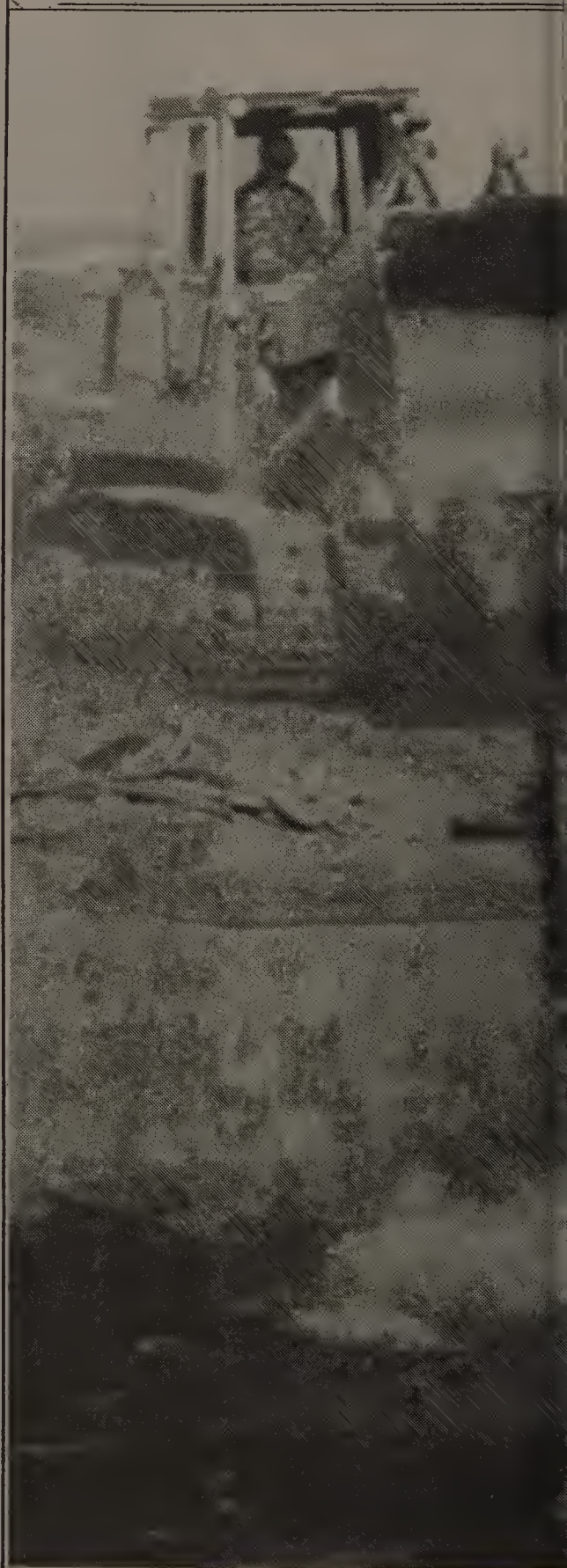
Then there's *Second Life*, now owned by Tony Phillips of Sonoma. She was also seized by the feds in connection with drug smuggling in the mid-'80s.

continued outside column of next sightings page

## recall

experienced in September. Other fixed-gain receivers use a different algorithm for position estimation, one which is apparently not affected by the change.

All Micrologic GPSs — approximately 20,000 units worldwide — are affected, although they'll 'read out' the error in





**— cont'd**

different ways depending on model. Micrologic says latitude, longitude, range and bearing functions will still be approximately correct, with an error of 1/10 to 1/4 mile, but the 'accuracy number' will be on the order of 3000 instead of the usual 150-300. Some

continued middle of next sightings page

**big ocean — cont'd**

Phillips has since done a lot of work on the boat, both to bring her back up to snuff and — because of an oddity in Customs Law — to be able to legally charter her with up to 49 passengers on San Francisco Bay. Foreign-built hulls are normally not permitted to charter in U.S. waters, but being seized by the federal government puts them in a special category. If you want the details of the grief involved in achieving that status, contact Phillips, not us. He's owned

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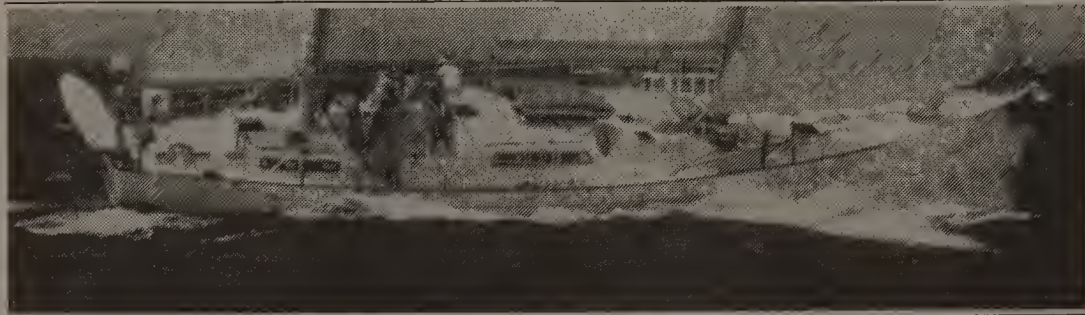


# SIGHTINGS

## big ocean — cont'd

the boat since 1987 and last year did a 12-month cruise in the Pacific.

The third is *Sealestial*, a boat made famous in two books by William 'I'm-just-a-regular-guy' Buckley. She was purchased last year by a Lodi



*Ocean 71s — a lot of bang for the buck.*

anesthesiologist. At last word, he, his wife and two kids were cruising the Caribbean and planning to head across the Pacific.

The fourth is *Elmo's Fire*, which languished for several years in La Paz before John Collins delivered her to the Bay Area for the U.S. Customs. She's been sitting in a berth in San Rafael ever since. Obviously, she'll soon have a new owner, possibly one from Northern California.

The Ocean 71 design is fiberglass version of the famous South African ketch, *Stormvogel*, which not only raced in San Francisco Bay, she was the reason sailing 'inside' the South Tower is off limits to racers — *Stormy* hit a rock there. The Oceans were built by Southern Ocean Shipyard in Poole, England, between 1970 and 1978. For their time, the 71s were the largest production boats in the world. Several have sailed around the Horn, and many have done circumnavigations (*Ocean Mermaid* did two). The zenith of the design's competitive career was when *Ocean Spirit* won the Around Britain and Ireland Race in 1970, the only monohull to have ever done so. Phillips' *Second Life* did one leg of an early Whitbread, but cruising and chartering are more the boat's style.

It's hard for us to imagine feeling safer aboard any other boat, particularly with the 71's center cockpit. Displacing close to 100,000 pounds and with a encapsulated 3/4 length keel, these ketches are immensely strong. They have the ride of a '65 Caddy on a brand new freeway — although the comfort can be deceptive. We were once sleeping in the aft cabin off Cooper Island in the BVIs when we thought we sensed a little breeze come up. When we stuck our head out the companionway, it was blowing 40 and the dinghy was pinwheeling 15 feet behind the boat.

While the 71 has good performance — we corrected out ahead of a Swan 65, Deerfoot 62, C&N 91, Javelin 75, Bordeaux 76, Concept 80, two Bowman 57s, Standfast 66 and an Oyster 55 while bumbling to a middle-of-the-class finish in the '93 Antigua Sail Week — it comes with some drawbacks. Given the near heavy displacement, everything on an Ocean 71 is big and heavy — especially since they were built in the '70s when weight-saving wasn't recognized as being so valuable. So it's not a suitable boat for say just a husband and wife. But if you like lots people aboard, you can't do much better. The last time we did Antigua Sail Week, we averaged 26 crew a day, with plenty of room for more women.

If an Ocean 71 were to have an ideal purpose, we think it would be to take a family to Europe, across the Pacific, or around the world in style and grace — complete with captain, cook and deckhand. There's the aft cabin, which is ideal for the adults; two cabins ahead of the galley for kids; and two cabins for crew. It would certainly cost a lot more than making the same voyage on a 45-footer, but it would be with considerably more comfort and speed.

If you're looking for finely engineered piece of furniture, you'd be better off buying a used Swan 65 or 651 — if you have the extra bucks. If you want something more functional, with plenty of places to sit, more interior light, and the whimsy of English plumbing and finish, a 71 might be your boat. If you've seen one, however, you haven't seen them all. While most have the same general layout, there are huge differences below depending on whether they've been done in the plastic 'Euro look' or more traditional mahogany.

The question on a lot of minds is how much *Elmo's Fire* will go for. There

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## recall

models will blink "Navigation and Position Data are Inaccurate."

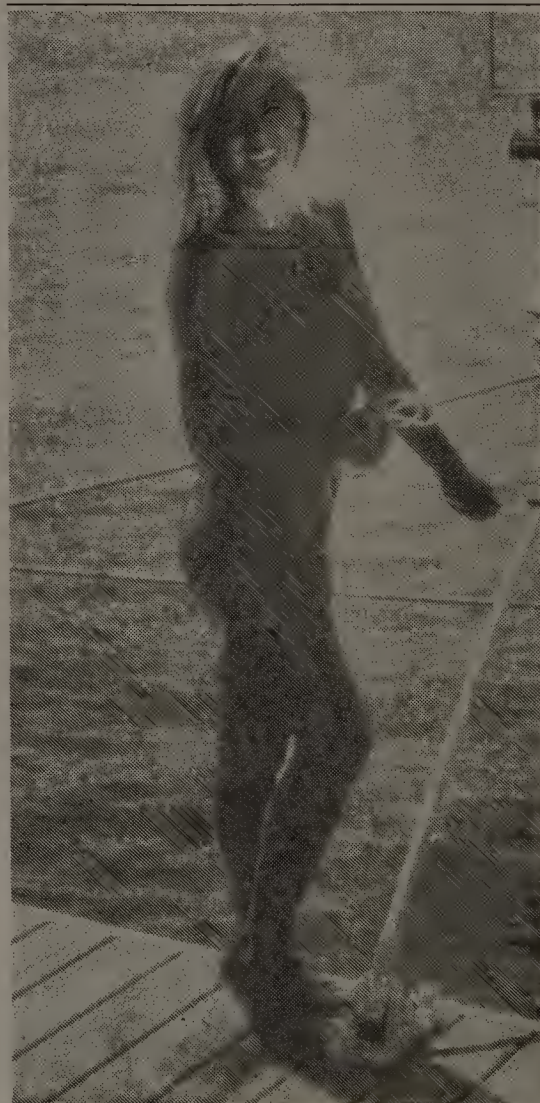
On all models, the speed and course functions will be inaccurate, and autopilot outputs will not function properly.

The reason you're reading all this here is that Micrologic wants to get the word out, so that owners of their GPSs can get them repaired. Their problem with contacting all owners is the same one most companies have: So few people send in warranty cards that Micrologic has no way of notifying most owners of the recall. Thus this mention.

The fix is easy and free, and is available through all authorized Micrologic service centers (the one in the Bay Area is Alta Marine Electronics in Alameda, which promises one-day turnaround; contact Steve LaViolette at (510) 523-6011). Or you can send the unit directly to Micrologic at 9174 Deering Avenue, Chatsworth, CA 91311-

## first whitewater,

Our midwestern bureau chief was recently digging through some musty archives in Little Rock, Arkansas, when he came upon





## — cont'd

5801. At present, the company is trying to hold to a 48 to 72-hour turnaround. Micrologic will repair the unit and pick up the shipping, so again, there is no cost to the owner. Micrologic Customer Service can be contacted at (818) 998-1216, or fax (818) 709-3658.

We applaud Micrologic for being up front about this recall, and close by noting there is a bright side to all this. The new 'chip' has the added benefit of improving many existing units. Pre-1993 GPSs will get a first fix much more quickly than before, for example, and all repaired units will now have an additional 'remote' mode, which will allow them to be used as remote readout displays for a 'main' Micrologic Loran or GPS.

And while you're thinking about it, why not dust off those warranty cards for all your valuable gear and send them in — soon.

## now this

the accompanying photo. You're bound to see it splashed all over tabloids and TV in the weeks to come, so remember where you saw it first.

As you can plainly see, the photo adds yet another sordid dimension to our first lady's somewhat shady background. Apparently, Hilary Rodham Clinton used to pose in skimpy bathing suits to hawk marine hardware!

First Whitewater, now Backwater. One day, we suppose, all this hot water she's in will be water under the bridge. In the meantime, we have had the photo enlarged to hang in our editorial offices as a solemn testimonial to the sanctity of truth in reporting.

On the outside chance this is not Mrs. Clinton, we should mention that this comely young lookalike is demonstrating a line of mooring whips made by Mooring Products of Ormond Beach, Florida. And fine whips they appear to be.

## wanna buy a new santa cruz 70?

Promises, promises — we still don't know any more than anyone else about what really happened to Bill Lee Yachts. We do know, however, that the most famous chicken coop in the world is humming with activity once again. The following is reprinted from *Sledding*, the excellent newsletter of the

continued middle of next sightings page

## big ocean — cont'd

are currently two Ocean 71/75s on the market. *Saquila*, an Ocean 75, is available for about \$600,000. Her high price reflects that she's custom in many respects and has had superb care and a recent refurbishing. *Smuggler*, an Ocean 71 reported to be "buffed", is for sale on the East Coast for \$450,000.

Despite the fact that the replacement value of a 71 would probably be close to \$1.5 million, the average sale price of a typical one in recent years has been between \$300,000 and \$400,000. We've turned down \$300,000 for *Big O*, but might take \$340,000 when she returns to the Caribbean next December. Ocean 71s aren't new, but they are a hell of a lot of boat for the money.

If you're even thinking about purchasing *Elmo's Fire*, you'll want to take advantage of the inspection dates, preferably with an expert on big boats who can advise you on the condition of the boat and expense in restoring her to top condition. See page 29 of this issue for the dates and times. And allow yourself plenty of time for an inspection, because it will literally take hours. These are big boats.

As for the auction itself on December 1, we'll be there to see who catches the Ocean 71 *Fire*. Even if you're not buying, it ought to be a hoot!

## baja ha-ha

The joke is on you if you're going to Mexico and didn't sign up for the inaugural Baja Ha-Ha San Diego to Cabo San Lucas Race/Rally, as an astonishing 39 paid entries had been received by October 25. When combined with

## Baja Ha-Ha Race Entries

Boat Name	Type	Owner	Homeport YC
<i>Charisma</i>	Stone 32	Vic & Nancy Jewhurst	Oakland YC
<i>Panasea</i>	Westail 32	James Barnum	Boulder City, NV
<i>Valiant Lady</i>	Hans Christian 33	Steve & Sherry Lund	Salt Lake City, UT
<i>Helenâ Christina</i>	Hans Christian 34	Eric & Tamara Williams	Orange Park, FL
<i>Comfortably Numb</i>	Cal 34	Steve Ford	San Diego
<i>Tafia</i>	Cal 34	James Meeker	Peninsula YC
<i>West Wind</i>	Islander 34	Richard & Marcia Rowland	Goleta
<i>Northstar</i>	Pearson 34	David Florito	San Diego
<i>New Leaf</i>	C&C 34	Rod & JoAnn Goodwin	Vallejo
<i>True Blue</i>	Bristol 35.5	Ken & Cheryl Stuber	Olympic Valley, CA
<i>Blue Fantasy</i>	Fuji 36	Kanui & Miko Suehiro	Alameda
<i>Viva</i>	Islander 36	Woody & Paulette Underwood	Oxnard
<i>Vetela</i>	Aluminum Sloop 36	Charlie Loznak	Seattle
<i>Skywater</i>	S2 36	John & Kim Cole	Irvine
<i>Desiderata</i>	Nantucket 38	Doug & Andrea DeFoe	El Cajon
<i>Dulcinea</i>	Downeast 38	John Barker	Wilmington, CA
<i>Furthermor</i>	Cheoy Lee 38	Roberta Moore	Hermosa Beach
<i>Jolly Mon</i>	Cavalier 39	P.J. & Kathy Panzi	Alameda
<i>Equity</i>	Hunter 40	Michael Garton	Port C. Luitlam, BC
<i>Royal Venture</i>	Norseman 40	R.C. & C.J. Juengst	Foster City
<i>Majic</i>	Palmer/Johnson 40	David Bonner	Fort Lauderdale, FL
<i>Wand'rin' Star</i>	Freeport 41	John & Julie Kinney	Glendale, AZ
<i>Dalliance</i>	Freeport 41	Jack & Susan Dally	Sausalito
<i>Aquila</i>	Newport 41	Richard Whiteside	Alameda YC
<i>Absolute</i>	CT 42	Don Murray	Treasure Island YC
<i>New Horizons</i>	Pearson 43	Les Galbreath	Alameda
<i>Windsong II</i>	Hunter 43	Chuck Tilson	Presidio YC
<i>Synergy</i>	Westail 43	Dick Williamson	Long Beach
<i>Ivory Goose</i>	Freedom 44	Lansing Hayes	Sausalito
<i>Pacific Visions</i>	Lapworth 44	J. Enright & Barbara Grans	Rio Grande YC
<i>Aurora</i>	Hardin 44	Paul Cashman	Vacaville
<i>Kindred Spirit</i>	Hardin 45	Jerry & Gayle Kemp	Port Florence, OR
<i>Maude I. Jones</i>	Custom 46	Rob & Mary Miller Messenger	Costa Rica YC
<i>Bravura</i>	Hans Christian 48	Bob Granafel	Laguna Beach
<i>Tradewinds</i>	Ganley 53	Ron Ubhnoff	Seattle
<i>Opua LII</i>	Hunter 54	A. & C. Nickles	Kalapaki Beach, HI
<i>Eagle's Quest</i>	Passport 51	Mark & Deborah Menagh	Stuart, FL
<i>Cascade</i>	S&S 63	Robert & Holly Dietrich	New York YC
<i>Big O</i>	Ocean 71	Wanderer & Wanderette	St. Barts YC

the ULDB sleds and California 50s, the fleet total should exceed 50 boats, making it the largest organized long distance race to Mexico in history.

The Baja Ha-Ha Cruisers' division has far exceeded everyone's expectations in both the type and number of entries. No less than 21 boats

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# SIGHTINGS

## baja ha-ha — cont'd

have been entered by both the husband and wife, and a handful of boats will be crewed solely by members of one family or a family and immediate relatives. It's expected there will be about 10 pre-teens in the fleet.

The entries range in size from 32 to 71 feet in length, with the vast majority of them being typical racer/cruisers. Fourteen of them have bowsprits. Entries hail from as far north as British Columbia to down south in Costa Rica; from as far west as Hawaii to as far east as Florida.

The fleet departs San Diego on November 3, with stops at both Turtle Bay, the expected site of the 'toga party & fish fry'; Bahia Santa Maria; and, Cabo San Lucas. Entries are allowed to use engines, with but a substantial penalty. But then having a good time, making new friends, and relaxing are the priorities. Although the racing is secondary, each entry will get a trophy.

The race/rally is sponsored by the Southwestern YC of San Diego. *Latitude* was responsible for the concept of the Baja Ha-Ha Division and the donation of two free T-shirts to each boat, the program and other goodies. North Sails will also provide some freebies for all entries.

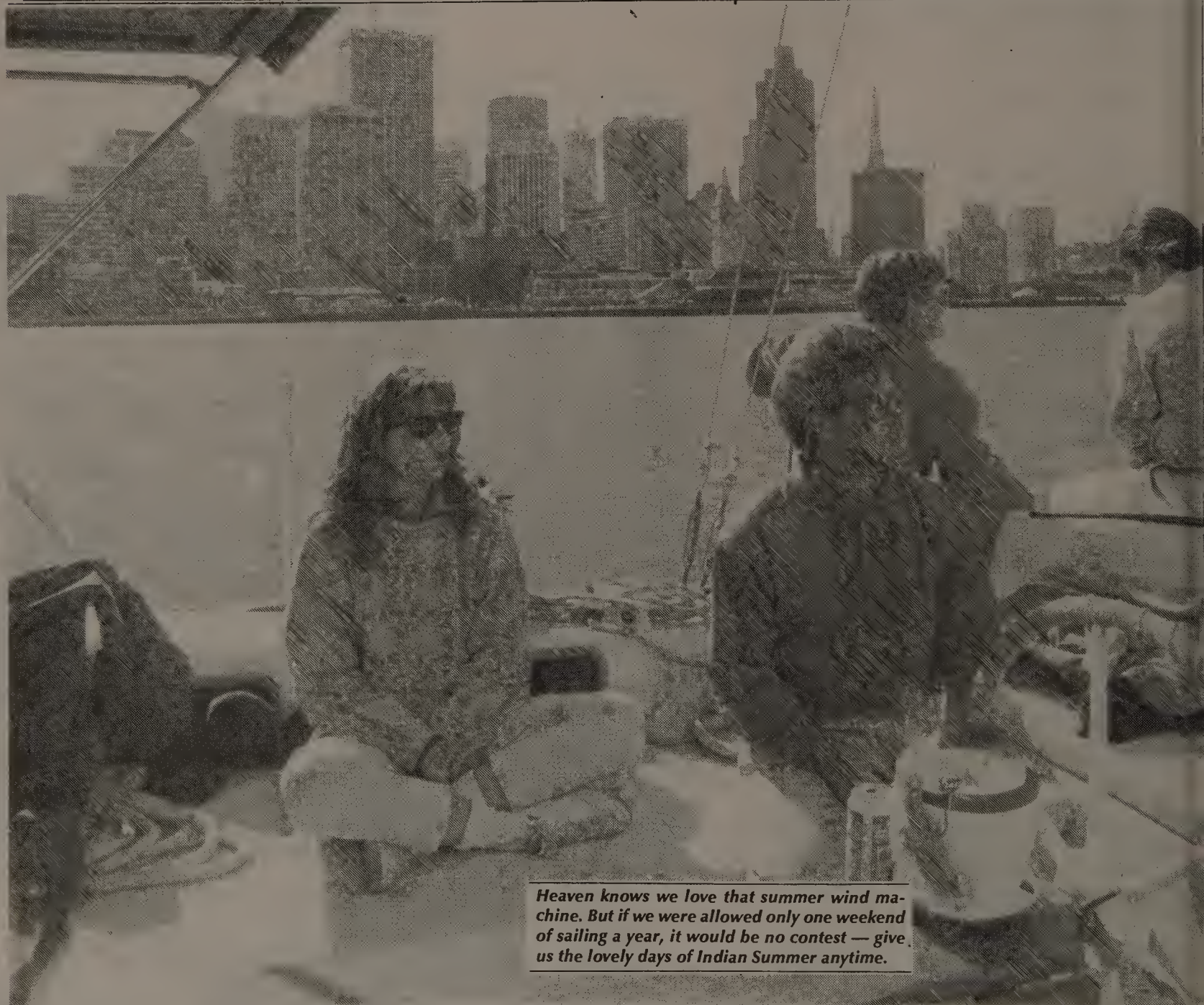
The Baja Ha-Ha fleet, which will be divided into five or six divisions, is listed here. The ULDB 70s and California 50s are listed in *The Racing Sheet*. Look for coverage of the event in the, ho, ho, ho, December 1 issue.

## new SC 70

*ULDB 70 association. We should hasten to add that it is the last issue helmed by Tom 'Mr. Mexico' Leweck, who as we speak is poised to embark on his 45th long distance race to mañanaland.*

Yes, Virginia, it's still possible to build a new Santa Cruz 70! That's because John DeLaura recently purchased the assets of the bankrupt Bill Lee Yachts and has reopened the business under a new name — Santa Cruz Yachts, Inc. The old shop is up and running again, staffed by a number of Lee's former employees.

DeLaura's first project is to complete the Santa Cruz 52 he ordered from Bill prior to the bankruptcy. When it's finished, that boat will be shipped to the East Coast for display at Sail Expo in Atlantic City and the Miami



*Heaven knows we love that summer wind machine. But if we were allowed only one weekend of sailing a year, it would be no contest — give us the lovely days of Indian Summer anytime.*



## — cont'd

Boat Show. After the boat shows, DeLaura will sail his new boat to Portugal, which will be its homeport.

DeLaura would definitely like to build some more 52s, and is certainly not opposed to taking an order for a new 70.

A (formerly) retired businessman, DeLaura recently sold his Southern California recycling company. Since 1988, he has campaigned the SC 70 *Silver Bullet*. In 1991 and '93, *Silver Bullet* won line honors in the TransPac. DeLaura was also the ULDB 70 Association's Season Champion in both 1989 and '93.

Santa Cruz Yachts is at the same location as its predecessor company — 3200-B Hilltop Road, Soquel, CA 95073. Their phone number is (408) 475-9627.

## the container conundrum

Fire, sinking, falling overboard, getting lost, hitting reefs — offshore sailors have enough to worry about without adding to the list. But with the march of progress has come a new hazard: containers that have fallen off ships.



## Can containers ever really be contained?

Containers — those big steel boxes that go easily from the decks of ships to the trailers of trucks — were a brilliant development, no doubt about that. They've changed the face of commerce forever. But they've also changed offshore sailing in a way their designers never could have foreseen. The problem is that not all of them sink if they fall in the water, or at least not immediately. What's worse, the ones that do float usually do it so near the surface that they are virtually invisible in most conditions, not to mention at night. Over the years, we've read, noted or written about numerous yachts that have gone down after hitting unidentified submerged objects. Containers were often suspected by the shape of the hole poked in the yacht's bottom, or the fact that the yacht stopped like it had run into a brick wall. Just last month, a BOC competitor had just such an experience, incurring damage that led to the eventual loss of the boat (see article starting on page 116).

According to an article by Greg Walsh in the July/August issue of *Ocean Navigator* magazine, the problem is probably not one you should lose sleep over if you're taking off on the Big Cruise. The fact is, most containers probably sink fairly quickly — taking from a few hours to a couple of days. And the chances of you finding one with your boat are probably about the same as looking for that proverbial needle in a haystack. Still, the problem does exist. Here are a few noteworthy facts and hypotheses from Walsh's article.

- Containers vary in size from 20 to 40 feet and in value from \$4,000 for a typical 'dry box' to \$30,000 for a refrigerated box. While most containers are airtight, some have vent holes or similar openings. As to whether a particular container will sink or float, "A lot depends on the cargo," notes Terence Noddle, a surveyor in Jacksonville, Florida. "The empty ones probably float for a while, while heavy (loaded) ones can sink within a matter of hours. And those loaded with buoyant material like lumber, who knows?"

- Apparently, most containers that have been lost have been off 'general cargo' ships rather than 'container ships'. The former are said to use an inferior lashing system, while modern purpose-built container ships use a surer lock-down system and suffer relatively few losses. At the same time, few modern ships are equipped to recover containers that have gone overboard.

- Some notable container losses this year have included:

**February** — In heavy going in the North Sea, 21 containers were swept off the Bahamian-flagged *Marine Trader*. Five were loaded (four with chemicals, one with crockery) and the remainder were empty. German salvors retrieved 8 of them; the rest were thought to have sunk.

**March** — The Military Sealift Command ship *Giovanna* lost 10 containers off the Southwest tip of Ireland.

**April** — Off the coast of Chile, the vessel *Kamina* lost 10 containers, three of which collectively contained 54 tons of cyanide.

**May** — The container ship *President Washington* was involved in a collision with another ship about 7 miles outside the port of Pusan, Korea. The collision

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LATITUDE/RICHARD



## containers — cont'd

was so powerful, it not only knocked up to 30 of the *Washington's* containers into the water, it actually projected several onto the deck of the other ship. Since both ships were fully involved in damage control following the accident, the containers were left to their fate.

The problem is not without its humorous side. When a barge transiting Buzzard's Bay in heavy weather last October lost 34 containers, local beachcombers happily collected sneakers and rubber ducks for weeks. About 10 years ago, just before the holidays, eight refrigerated containers fell off a ship in the Columbia River. Most made it ashore to burst open and spew fresh apples and Christmas trees along local beaches.

Two or three years ago, a Korean container ship bound for the U.S. West Coast lost five containers in mid-Pacific. Most of them sank, but implosion of the containers at depth released thousands of pairs of Nike running shoes. A scientific team in the Pacific Northwest actually used the flotilla of shoes to monitor ocean currents, and wrote up their findings in *Scientific American*. When the shoes made it ashore along the coasts of Canada, Washington and Oregon, a small cottage industry sprang up for a time as people collected, cleaned, matched and sold the shoes at swap meets and 'shoe-ins'.



## coast watch

Maybe it was just the approach of Halloween; maybe it was just our skewed perception of the world in general, but there definitely seemed to be a weirdness about this month's batch of search and rescue summaries from the Coast Guard that we haven't noticed before. See if you agree.

**September 19** — The Coasties had a bit of a communications problem with the 36-ft sailing vessel *Sea Dragon*, which called during heavy weather to request assistance. But the problem had nothing to do with radio signals: The owner/skipper was deaf and his wife spoke only limited English. Everything turned out okay, though. The Coast Guard launched a helicopter which vectored in a 44-footer to the sailboat's location off Crescent City. The motor lifeboat towed them to safety.

**September 22** — Group San Francisco was the search coordinator for the report from an intoxicated father that he had lost his 16-month-old son off the old Fort Point Pier. The San Francisco Police had interviewed the man and feared he might have thrown his son into the water. Police and Coast Guard patrols — including a helicopter and 44-footer — searched on land and water for more than an hour before someone discovered the little boy was at home with a babysitter. The cops arrested the guy for public drunkenness and making false reports.

But the day wasn't over. During one of its low passes along the waterfront, rotorwash from the helicopter blew a couple of bicyclists off their bikes. The man fell to the pavement, but the woman went all the way over the seawall and into the water. The 44-footer rescued her.

**September 23** — Another language-barrier 'rescue' started early this Friday when the Coast Guard received what sounded like a distress call from the 79-ft fishing vessel *Ocean Peace*, which was located 1,200 miles west of San Francisco. The reason it was hard to tell was because the crew spoke only Vietnamese. An AMVER participant ship, the Netherlands-flagged *Oaxaca* diverted 30-miles and established communications with the *Ocean Peace*, but they had the same problem trying to understand what was going on. Finally,

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## landmark or eyesore

By the time you read this, all traces of the Sausalito drydocks should be gone. As unsightly as they were, Sausalito will seem a little more sterile for their absence.

To tell the truth, we had little faith that the docks would ever be removed in our lifetimes, except by dry rot and teredos. The barges came to Richardson Bay in the mid-'60s, the dream project of a man who envisioned building a floating cultural center out of them. It never happened, of course, and as the barges slowly settled into the mud, a revolving door of low-buck liveaboards and alternative-lifestyle types moved out there. Over the years, possibly as many as a half-

## the

Years ago, before security gates and high-tech boat alarms, a friend of ours had a Lapworth 36 that he worried about when he wasn't aboard. It was parked along a busy walkway in the Naples section of Long Beach, and sooner or later, or so he thought, it was going to get broken into.

Mike worked as a cinematographer, doing mostly 'second unit' photography (footage that did not include actors) for a variety of movies. For example, in the movie *JAWS*, the shot taken 'inside' the boat as the shark rammed its planks was done in our garage, using a mockup 'boat' and a garden hose.

Anyway, somehow Mike got ahold of a





## — they're gone

dozen 'serious' attempts were made to extricate them and remove the drydocks. All of which met with failure.

But on Monday, October 10, work began on the demolition project. It was expected to be completed on or about Halloween.

What was not expected was for the project to come in *under* budget. A total of \$1.4 million was granted by the U.S. Department of Housing and Urban Development, but only about \$500,000 will be needed.

"We'll be going back to the community to determine how to best use the (leftover) money," said a City official.

## mask

Peter Lorre mask. It was no cheap latex copy, either. When Lorre died in the middle of a movie, they took a death mask of him, fashioned this one and attached it to the face of another actor so the picture could be completed. Mike used the mask as extra 'security' for the boat. Every time he'd leave, he'd arrange a bunk with pillows and blankets in the shape of a body, then arrange Lorre's head on a pillow. The thinking was that anyone looking to break into a boat would peer through the ports first. Once they saw that someone was 'sleeping aboard', they'd take their malicious intent somewhere

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## coast watch — cont'd

they determined that a crewmember had ripped his face open, lost some teeth and been unconscious for about 2 hours. A Coast Guard C-130 arrived on scene and confirmed the information as best they could. Via consultation with a Coast Guard flight surgeon, it was suggested the man be transferred to the big ship, a plan which was rejected due to worsening weather. The distance was also too far for a helicopter medevac.

Running low on fuel, the C-130 returned to the mainland. The Coast Guard eventually released the *Oaxaca* to resume its voyage and went to Plan B: They found a Vietnamese translator from the Defense Language Institute, loaded him aboard a C-130 and flew him out to the fishing boat. Meanwhile, another AMVER ship, the *CHC No.2* was diverting for possible transfer of the patient.

The C-130 arrived on scene early the next day, whereupon the captain of the *Ocean Peace* informed the translator that the initial reports of the man's condition were greatly exaggerated. He said the crewman was fine and no further assistance was needed.

— The injuries were real aboard the ship *National Pride* when a cable parted and struck a crewman. He suffered a crushed chest and severe lacerations to the head. A C-130 flew four para-rescue personnel 600 miles out to the ship, and they stabilized the patient. A helicopter then transferred him to a hospital where he was diagnosed with a fractured skull and several broken ribs.

**September 24** — Another medevac on this Saturday, this one of a 34-year-old fisherman who somehow got a hook lodged in his nose. He was flown to Mad River Hospital in Humboldt Bay where he was treated and released.

**September 27** — The Coasties responded to the report of a man in the water off Union Basin in San Francisco. By the time they arrived, somebody had dragged the 29-year-old homeless man out of the water. Suffering from mild hypothermia, he was taken to a hospital where he disclosed he had been "communicating with God", and was "told" to jump in the water.

**October 1** — The ferry *Treasure Island Commodore* had to be intentionally driven ashore near the entrance to the Oakland Estuary this Saturday. Reportedly, it was taking on water so fast the master couldn't safely return to the dock. The Coast Guard safely removed all 75 passengers and the *Commodore* was later refloated. The Coast Guard is investigating the incident.

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## coast watch — cont'd

— An unspecified type of vessel exploded and sank at the fuel dock in Mission Bay. Local lifeguards and the fire department extinguished flames and rescued the two occupants of the boat. Both injured, they were taken to a local hospital.

**October 3** — Another boat fire, this one off Brannan Island State Park in the Delta. The Coast Guard arrived to find the powerboat fully engulfed near light 13 in the Sacramento River. The two people aboard had been rescued by good samaritan vessels and were not seriously injured. The Coasties towed the boat to shallow water and put out the fire.

**October 4** — Group San Francisco responded to a call from the skipper of a houseboat who said his vessel was sinking in San Pablo Bay and that he and his crew were transferring to a good samaritan 19-ft Bayliner. The Coasties arrived to find the houseboat going down and the Bayliner hard aground on McNear Beach. The complements of both boats were waiting safely ashore.

**October 6** — A report of an overdue 32-ft Chris Craft with two people aboard sent Group San Diego into action. They were just about to launch a search when the call came in from a good samaritan vessel that the Chris Craft had sunk off North Coronado Island. One person had swum ashore, while the

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## the mask

else.

Eventually, the boat did get broken into, but not in the way Mike expected. He came down one Friday afternoon, laden with sea-bags and groceries for a weekend trip to Catalina, only to find the dock swarming with people in uniforms. Red lights were flashing above fire trucks, police cars and an ambulance; there was even a county coroner car there. A couple of dozen people were walking the docks, with another handful in *Bellweather's* cockpit trying to bust the lock

## looking

The schooner *Dariabar* was looking so sweet in early October that she lent an undeniable elegance to an otherwise ragged fall day. But we have one question: What the





## — cont'd

off the companionway.

Mike found out later that some kids had been fishing on the dock when one of them looked through one of the boat's windows. He saw the guy on the bunk — and noted that he was not breathing. The two boys rushed home to tell mom, which got the whole thing rolling.

At the time, though, Mike didn't feel much like explaining. He just gathered up his gear, turned around and drove home.

## good

heck is that, that . . . *thing* on the port side over the main cabin? We'll put Woodward and Bernstein right on it.



LATITUDE/RICHARD

## coast watch — cont'd

other had been picked up by a Mexican fishing boat. The two were both taken aboard the good samaritan vessel and returned to San Diego.

**October 11** — In investigating the report of an 'abandoned' 16-ft motorboat southwest of Point Loma, a Coast Guard helicopter found exactly that — a boat with no one aboard. A rescue swimmer was lowered and found that the boat was anchored and that the wallet of the owner was on board. They called him and he reported that the boat had been stolen over the weekend. The only items aboard that he did not claim were some dive gear. A search was conducted, but no sign of the scuba-diving thief was found.

**October 13** — Here's one for the books. When windsurfer Matt Gurish started having problems with his board about 3/4 of a mile off Stinson Beach, he put in a call to the Coast Guard with his handheld, waterproof VHF radio. A helicopter was on scene within 30 minutes of the 4:43 p.m. call and hoisted the 39-year-old San Rafael resident inside. He was treated for mild hypothermia at Peninsula Hospital and released. Because he had the presence of mind to carry the handheld radio, Gurish very probably saved his own life.

## short sightings

**THE MAIN BAY** — Frank Barbaria and a group of five friends were out sailing the main Bay on the afternoon of Monday, October 24, when they spotted an inbound tanker. It was being escorted off the port quarter by what appeared to be an oceangoing tug, and both were going very fast. Barbaria, an ex-Merchant Marine seaman, estimated the ships' speed at about 18 knots.

Barbaria called for a tack. As the crew set about their tasks, he fired up the engine and put it in gear. By the time they were around, the tanker and other ship were on them. "I could hardly believe it," says Frank. "From the time we saw them to the time we hit was only about 30 seconds."

*Eroica*, a Vagabond 42 ketch, had cleared the tanker, but was right in the path of the oncoming escort ship. Barbaria decided to take his chances with the side of the big ship rather than risk being run down by the smaller one, so he tacked back. The maneuver brought *Eroica* into contact with the side of the tanker, bringing down both masts and tearing up the yacht's topsides and deck. Fortunately — almost miraculously when you see the tangled wreckage on deck — no one was hurt, including Frank's pet Beagle. The shaken crew cleared lines from the water and Barbaria motored back to his Sausalito slip.

As far as we know, there are no 'speed limits', per se, for commercial shipping transiting the Bay. Masters and pilots are only required to use prudence, skill and good judgment. We don't know both sides of this story, but from Barbaria's point of view, all three of those qualities were in short supply on October 24. A Coast Guard investigation of the accident is pending.

**CARSON VALLEY** — If you start seeing "Where the hell is Minden?" bumper stickers on the sailbag of your new sail or the shrink wrap of your new mast, don't be surprised. It's because Omohundro, the sparmaker formerly based in Southern California, has been operating its new manufacturing plant there for about four months, and North Sails is due to open a new plant in Minden as well. The reason for the moves is that Minden, Nevada — located in Carson Valley near the state capitol — offers a more friendly business climate than the Golden State. How surprising.

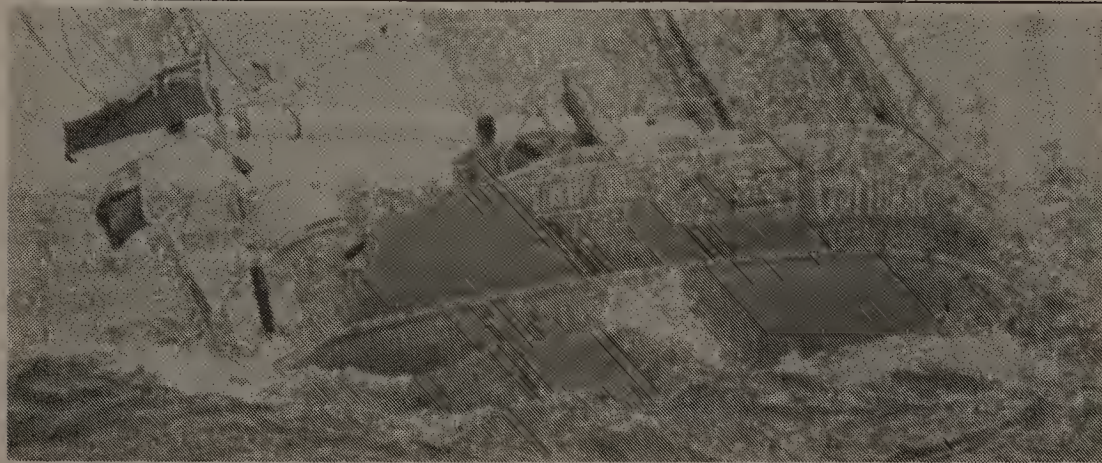
**LONDON** — We have to say that sponsoring the crewed around the world race is one of the smartest decisions the Whitbread Brewery in London ever made. A more recent move has us wondering if the smart guys haven't all retired and sailed into the sunset. Last month, the big British brewery released something called, ahem, Fuggles Chocolate Mild, a *chocolate* flavored beer. Whitbread introduced the stuff in 2,000 British pubs as "a beer you wouldn't think exists." No kidding. They could also call it, "a beer you *hope* would never exist." A spokesperson for Whitbread defended the odd flavoring by noting, "The Belgians have been putting fruit in beer for years. In Scotland, they use heather. We're just adding another natural ingredient." No wonder the British Empire has gone the way of the dinosaur. When you sit down for turkey dinner, give thanks there are no plans to import Fuggles into the U.S.



# BOC, LEG I —

At 2:52 a.m. local time, on October 23, French sailor Isabelle Autissier sailed the 60-ft *Ecureuil Poitou Charentes 2* across a finish line set up in Table Bay, Cape Town, South Africa, thereby winning Leg 1 of the 1994-'95 BOC Challenge.

ly every women's group from NOW to MADD — is not exaggerating. Well, not much.



It was, to say the least, a momentous occasion. Not only was she the first woman to win a leg of the prestigious singlehanded around the world race, but she beat the second boat in by — hold on to your hormones — 1,200 miles.

Twelve hundred miles! Can you imagine? If you can't, 1,200 miles is about how far it is from San Francisco to Cabo San Lucas. Now consider that the first leg of the BOC, from Charleston, South Carolina to Cape Town is 6,818 miles. Twelve hundred miles is exactly 17.6% of that distance. But let's round it down to 15% and imagine that a car winning the Indy 500 by 15% of the course length would be 30 laps — 75 miles — ahead of the second guy. In the Kentucky Derby, the winning horse would be finishing about the time the rest of the field got to the 3/4 pole. In the Superbowl, it would be a score of 100 to 3. You get the picture.

Purely and simply, what Autissier did to the rest of the BOC fleet is unheard of in the annals of modern ocean racing.

Did we mention she beat the old Leg I record, too? This despite having to sail more than 100 miles farther this year than the

*'Gartmore Investment Managers' sank after hitting a submerged object. Skipper Josh Hall was rescued by another competitor.*

As she has from square one, however, Autissier played down the gender aspect, saying she saw no significance in her position as the first woman BOC victor. "I'm just happy to be the winner, that's enough," she said. "Maybe for other people [the male-female thing] is important, but not for me."

As admirable as that attitude is, we have the feeling that if Autissier does as well on succeeding legs as she did on this one, she's going to be a role model for women the likes of which we haven't seen since Amelia Earhart — whether she likes it or not.

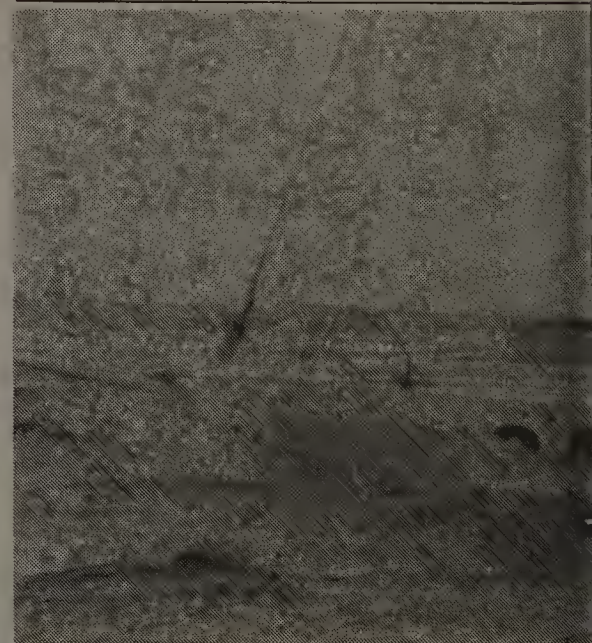
Exactly how she trounced the guys so soundly will likely be a hot topic around yacht club bars for months to come. Obviously, the boat had a lot to do with it. *Ecureuil Poitou Charentes 2* is a Jean Berret design launched only last year. Bay Area readers may recall that for a 'shakedown' cruise, Isabelle and three crew sailed 14,000 miles from New York, around Cape Horn to

thing a few degrees to one side or the other to trim the boat. It doesn't take a rocket scientist to realize any boat that doesn't have to add weight is going to go faster.

But, with apologies to macho bigots everywhere who will never believe a 'damn girl' could whup the boys so convincingly — sorry guys, but the major reason Isabelle won this leg is that she sailed the smartest race.

Her first significant move was to resist the temptation of blasting straight toward Cape Town after the September 17 start. Sixteen of the 19 starters succumbed to that temptation, enjoying great breeze and fast reaching conditions for almost a full week before they ran into an area of high pressure and started slowing down. By that time, *Ecureuil Poitou Charentes 2* had picked up the Northeast trades and was heading south like a freight train.

Her move was part of the 'classic' strategy for the first leg of the BOC. Isabelle continued to 'play it by the book' when she came to the doldrums. Experience has shown that the narrowest band of these light and fluky winds is between 28° and 30° W longitude. She crossed at 29, prompting an admiring J.J. Provoyeur, then running in second place, to radio in later, "She got the weather right. She had only one day of slow going (while every-



*"She got the weather right.  
She had only one day of slow going while  
everyone else had four or five."*

three previous races, which all started in Newport, Rhode Island. Her official elapsed time is 35 days, 8 hours, 52 minutes, 18 seconds, which is more than two days faster than Alain Gautier did it in 1990.

To say Isabelle is the talk of the town — not to mention the sailing world and probab-

San Francisco, to smash the existing sailing record.

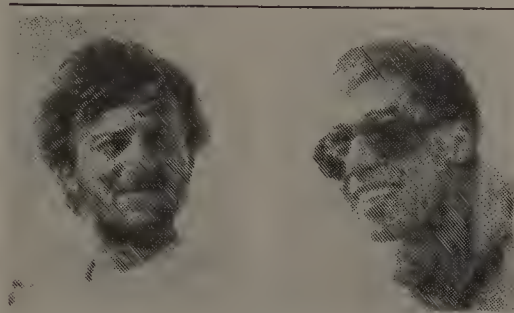
Outwardly similar to the other top-end skimming dishes, the main difference between *Ecureuil* and the rest of the fleet is that it's the only boat that eschews water ballasting for a canting keel. Isabelle can cock the

one else) had four or five."

It was not until the final few hundred miles that Autissier eschewed conventional wisdom for — forgive us — 'feminine intuition.' Like all long-distance singlehanded sailors, she's become an accomplished amateur meteorologist. She put that skill to work on the satellite pictures she was receiving and decided to turn Southeast for Cape



# THE LADY IS A CHAMP



**Left, Isabelle Autissier. With such a commanding lead, it seems impossible for anyone to catch her on the remaining three legs. Above, Giovanni Soldini (left) and Josh Hall.**

Town several hundred miles north of the waypoint established in previous races. This put her dangerously close to the light-air South Atlantic High, but she caught the edge of a front and 'rode' it east for five consecutive 200-mile days.

**I**ronically, it looks like the second place boat at this writing — the one that didn't pull in for almost a week after *Ecureuil* — may receive one of the most coveted awards for this leg. That's the Omega 24-Hour Challenge Trophy, awarded by the Swiss watch-

interesting to watch. With Autissier out of reach over the horizon after the second or third week, the battle for second has raged on unabated.

Dave Scully on *Coyote* actually led the race out of the blocks. He was passed the second day by Pettengill, who was passed the fourth day out by Autissier. Pettengill held onto the bridesmaid position for another day or two before being passed by South Africa's Provoyeur on *Ben Vio*, who has been a continual surprise to pre-race analysts. His 5-year-old BOC veteran boat (*Grinaker* in the '90-'91 race) was not

*Isabelle Autissier's 'Ecureuil Poitou Charentes 2,' shown here shortly after the start off Charleston, won Leg I handily — and convincingly.*

second. One of few boats able to gain on the leader, the *Queen* slowly ground down Autissier's lead. On three successive days in late September, the distance narrowed from 125 miles, to 75 miles, to 65 miles. . . . Then, on September 28, when he was only 58 miles behind *Ecureuil Poitou Charentes II*, Gatehouse abruptly broke off the assault, turned the boat around and headed back to England.

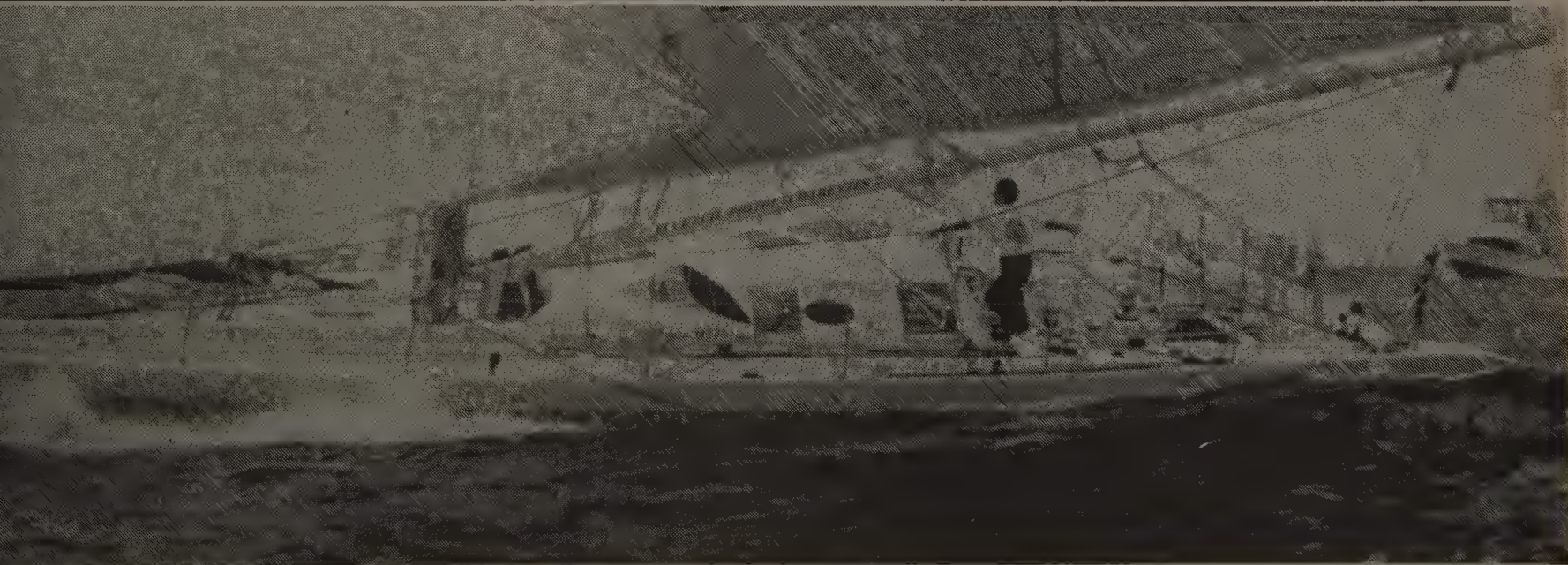
"We plan everything to the smallest detail when we undertake these races," he said in a fax to race headquarters in Charleston. "What we can't plan are overtaking events in our business and private lives." Nothing more is yet known of his reasons for quitting the race.

With Gatehouse gone, *Ben Vio* slipped back into second, with J.J. showing few ill effects from his brush with decapitation

*The impact tore a 2-foot hole near the bow and damaged the crash bulkhead.*

tation except for a sore throat.

**T**hree days later, on October 1, there was a new second place boat, Jean Luc Van



maker to the yacht that posts the highest day's run. As we go to press, that is American Steve Pettengill on *Hunter's Child*, who posted a 312-mile run the day Autissier finished. Naturally, that's assuming nothing major happens between when this is written and when the next group of boats finishes — which is assuming a lot.

That 'next group' has been the most

thought not to be that competitive.

J.J. started falling back after nearly hanging himself when his neck got caught in the mainsheet during an accidental jibe. Second place then fell briefly to defending BOC champion Christophe Auguin of France, sailing the radical new boat *Sceta Calberson*.

Two days later, Mark Gatehouse's powerful ketch *Queen Anne's Battery* surged into

den Heede on the 60-ft ketch *Vendee Enterprises*. One of the most experienced round the world singlehanders (a veteran of one previous BOC and two Globe Challenges) the wily Van den Heede held off threats from Pettengill, Provoyeur and Auguin, who were hot on his heels, for 19 straight days. Provoyeur was again briefly out of the melee when *Ben Vio* developed a leak in the bow



## BOC Standings as of 10/23

### CLASS I (50-60 feet)

name	country	boat name	status
1. Isabelle Autissier	FR	<i>Ecureuil Poitou Charentes 2</i>	Finished
2. Steve Pettengill	USA	<i>Hunter's Child</i>	Racing
3. Jean Luc Van Den Heede	FR	<i>Vendee Enterprises</i>	Racing
4. J.J. Provoyeur	SA	<i>Ben Vio</i>	Racing
5. Christophe Auguin	FR	<i>Sceta Calberson</i>	Racing
6. David Scully	USA	<i>Coyote</i>	Racing
7. Arnet Taylor, Jr.	USA	<i>Thursday's Child</i>	Racing
8. Josh Hall	UK	<i>Gartmore Investment Mgrs</i>	Sunk
9. Mark Gatehouse	UK	<i>Queen Anne's Battery</i>	Retired

### CLASS II (40-50 feet)

name	country	boat name	status
1. Giovanni Soldini	IT	<i>Kodak</i>	Racing
2. David Adams	AUS	<i>True Blue</i>	Racing
3. Alan Nebauer	AUS	<i>Newcastle Australia</i>	Racing
4. Chaniah Vaughan	UK	<i>Jimroda II</i>	Racing
5. Nigel Rowe	UK	<i>Sky Catcher</i>	Racing
6. Robin Davie	UK	<i>Cornwall</i>	Racing
7. Simone Bianchetti	IT	<i>Town of Cervia, Adriatic Sea</i>	In Port/Repairs
8. Minoru Saito	JPN	<i>Shuten-Dohji II</i>	In Port/Repairs
9. Neal Peterson	SA	<i>Protect Our Seallife</i>	Racing
10. Harry Mitchell	UK	<i>Henry Hornblower</i>	Racing
11. Floyd Romack	USA	<i>Cardiac '88</i>	Racing

area, but he repaired it and charged back into contention.

Meanwhile, Pettengill had been working over to the far right side of the fleet until he was the westernmost boat, only 200 miles off the coast of Brazil. He was watching the weather closely, too, and on October 19, his gamble paid off: He found the westerlies he had been hoping for and staged a dramatic 'end run' around the South Atlantic High while the rest of the fleet slogged through the middle of it. The move catapulted him from fifth to second literally overnight. Pettengill telexed that his resurgence came from trusting the forecasts less — "They seem to be a couple of days behind reality" — and the real-time satellite pictures more, and doing more of his own forecasting.

**R**ace accomplishments notwithstanding,

*The main reason Isabelle won this leg is because she sailed the smartest race.*

ing, the most dramatic story to come out of Leg I is the loss of Josh Hall's *Gartmore Investments*. The 10-year-old boat, a veteran of both the '86-'87 BOC and '89-'90 Globe Challenge (singlehanded nonstop around the world) hit an unidentified sub-

merged object during the night of October 17. The impact tore a 2-foot hole in the side of the boat near the bow and caused heavy damage to the forward crash bulkhead. Hall turned on his engine and every pump on the boat, but with the crash bulkhead compromised, there was no way to contain the leak. It soon became apparent that the wound was fatal.

As has happened in almost every previous BOC race, Hall was rescued by a fellow competitor, Australian Alan Nebauer in the Class II 50-footer *Newcastle Australia*. Nebauer was about 90 miles northwest of *Gartmore* when Hall issued a distress call.

BOC communications director Larry Brumbach plotted an intercept point for the two yachts, which were both sailing in east-southeasterly winds of about 15 knots. *Newcastle* proceeded south at 7 knots, while Hall nursed *Gartmore* west at about 4 knots. Eight hours after the collision, at about 2 in the morning, *Newcastle Australia* hove to in lumpy seas alongside *Gartmore Investments*. Because of the danger of getting tangled in the sinking boat — by now, *Gartmore's* decks were awash — Hall wisely chose to board his liferaft to transfer over to *Newcastle*. Before he left, he opened all the sea-cocks on *Gartmore*.

Luckily, Hall managed to salvage a bunch of food, so that he wouldn't have to tap into Nebauer's limited supply. Otherwise, Hall is bound to catch up on his reading — he is not allowed to help Nebauer sail or navigate in any way. Whether cooking falls under those

ALL PHOTOS LATITUDE/JR

limitations is unclear. The two reportedly enjoyed *coq au vin* together a couple of nights after the rescue.

**I**n Class II, another sailor also dominated the race since the start, though not to the degree of Autissier. But by following essentially the same track as *Ecureuil Poitou Charentes 2*, Giovanni Soldini of Italy pulled *Kodak* into the lead and stayed there, surprising everyone. In fact, the first two weeks, he was running in second place overall, despite the fact that his boat was 10 feet shorter than all the other Class I entries. Interestingly, *Kodak* is the only other Jean Berret design in the race.

Once everybody got things sorted out, the Class I boats slowly started overtaking *Kodak*, with some amusing moments. On October 8, Provoyeur received a message from race headquarters, "Look forward and turn on your VHF." J.J. went up on deck and there was *Kodak*, only a couple of miles ahead. "It's enjoyable having company," said

## LEG II PREVIEW

Where Leg I BOC was a largely tactical race with a lot of warm weather and dry-deck sailing, Leg II, which goes from Cape Town to Sydney starting November 26, is going to be more of a cold, brutal battle of survival than a sailboat race.

The shortest route to Sydney is 7,000 miles along the great circle, where the fleet will dip through the roaring 40s into the furious 50s. They'll encounter frigid water, sail through snow squalls, dodge pack ice and have to deal with low pressure systems that can pack hurricane-force winds. In previous races, the bravest skippers sometimes dipped as low as 65° South to cut down on miles sailed, but new limits allow them to go no lower than 53° S.

One of the biggest tactical calls is when the skippers have to hang a left at the south-east tip of Australia. Do they go south of Tasmania or shoot the wind-raked Bass Strait? Most choose the latter, with sometimes dire consequences; the venerable *Gypsy Moth* was lost there in the '83 race.

The lucky ones will arrive in Sydney in time to celebrate Christmas.

J.J., "especially such a colorful man as Giovanni." (Soldini, you may recall, is the guy who convinced the head of a local rehabilitation center to allow recovering drug addicts to build his boat as 'therapy.')

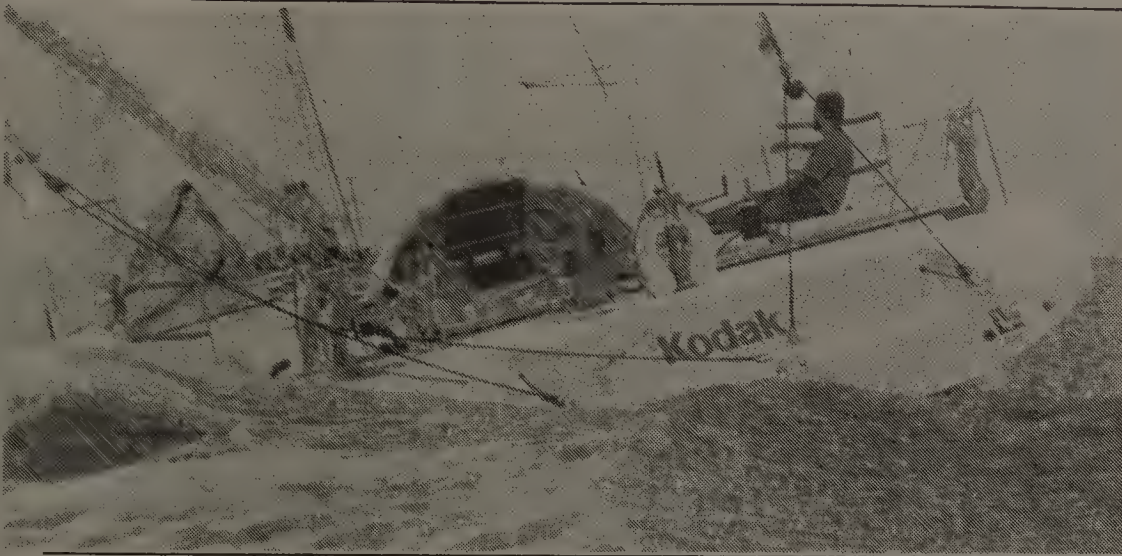


# THE LADY IS A CHAMP

There are a hundred more stories of Leg 1 to be told — of Minoru Saito's *Shuten Dhoji II* and Simone Bianchetti's *Town of Cervia* both having to pull into Cabadello, Brazil to repair, respectively, leaks and hull delamination; of BOC veteran Robin Davie's stirring communiques which seem to have made him the poet laureate of the race: "After a beautiful moonlit night, there's not a cloud to be seen as the sun rises on a windless day in paradise;" of the friendly rivalry between the two self-proclaimed 'Old Pharts' of the BOC, 66-year-old Floyd Romack, the bearded American whose *Cardiac 88* is named for the heart attack he had that year, and 70-year-old Harry Mitchell, the rough-hewn Brit sailing *Henry Hornblower* (Harry's currently ahead). But time and space are fast running out, and for most of the fleet, it's still going to be weeks before the fat lady sings. Between now and then, anything can happen.

I'll have to be really something to top what already has happened, or what's sure to come in Leg II — the Southern Ocean.

— *latitude/jr*



Other up-and-coming boats caused more concern to Soldini, particularly Australian David Adams, running an uncontested second in Class II. With "nothing to lose," Adams tried the same gambit as Pettengill, with the same results. At this writing, a day

*Giovanni Soldini's 'Kodak', which led Class II much of the race, was a surprise to everyone.*

after Isabelle's finish, Adams' *True Blue* led *Kodak* by 39 miles. We'll tell you who won that drag race in the next issue.

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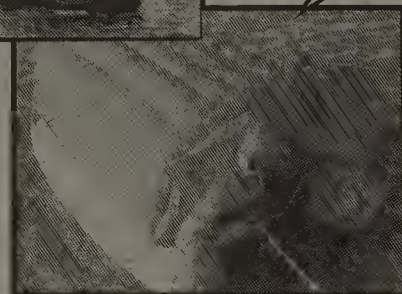
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# STAN HONEY

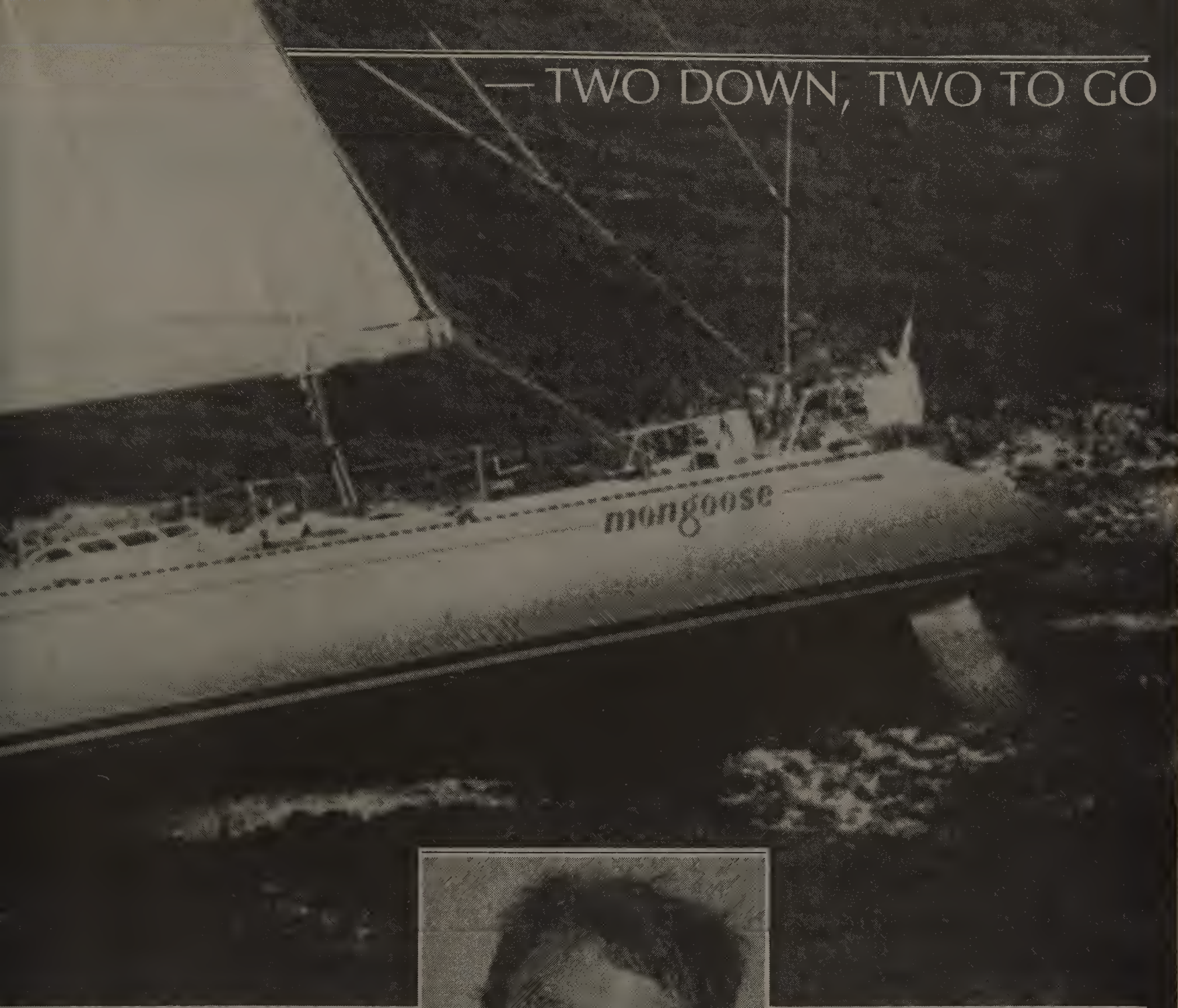


**I**f you're looking for the best navigator for next year's crewed TransPac race to Hawaii, please take a number. Palo Alto's Stan Honey, 39, may get back to you, but only if you've got a boat that's capable of breaking the crewed TransPac elapsed time record. He already owns the standard for singlehanded and doublehanded entries, and he's hoping to set the multihull record next year as well. When it comes to plotting the fastest course to the islands, you just can't find anyone better.

It seems like the mustachioed, mild-mannered Honey has been sailing TransPac forever. He started 20 years ago aboard the Lapworth 50 *Sumatra* after a junior career sailing Lasers and ocean racing yachts out of Los Angeles YC. In addition to the kinetic thrill of sailing, Stan was also interested in the physics and math of figuring out how to get from point A to point B. Celestial navigation, which some of you may remember as what folks did before electronics, provided a



## — TWO DOWN, TWO TO GO



fertile outlet for his capable brain.

That same cerebrum had developed sufficiently by the time Stan graduated from high school to earn him admission to prestigious Yale University, which was also his father's alma mater. Stan majored in engineering and applied science. More importantly, at least from the sailing perspective, he linked up with perhaps the most powerful undergraduate sailing mafia ever to matriculate at an American university. Stan shared the commodoreship of the Yale sailing club with future Olympic medalist Steve Benjamin and future winning America's Cup navigator Peter Isler. Also on the team was future match racing champion and rules guru Dave Perry.

Isler recalls Stan the undergrad as "technically adept and analytical. He was really smart." Not much has changed, either. Isler invited Honey to join him as navigator for this year's Big Boat Series aboard the Santa Cruz 70 *Evolution*. Peter has been the



*Above, Stan Honey at the end of the '94 Single-handed TransPac. Spread, 'Mongoose' at the start of the '92 Pacific Cup.*

boat's navigator for the last year, and has done a credible job. Yet when Stan emerged from the cabin after his first rotation at the

' nav station, he mentioned to Peter that his electronic package had never been optimized. "He told me not to worry though because he'd just taken care of it," says Isler.

**N**onchalant brilliance is something of a Honey trademark. To this day, Isler vividly recalls one of Stan's more amazing performances under pressure, one that had nothing to do with either academics or sailing. Back in their Bulldog heydays, Isler, Honey and Benjamin all roomed together at the sailing team's clubhouse, some 20 minutes from campus. Relatively unsupervised, they developed the art of pranksterism to a sophisticated level. One night, Stan and another pal, Roger Martin, rigged a string to Isler's doorknob, the opening of which triggered a blast of cold water from a strategically placed hose. Very funny, especially when it was set up to go off when Peter had his Saturday night date staying over.



# STAN HONEY —

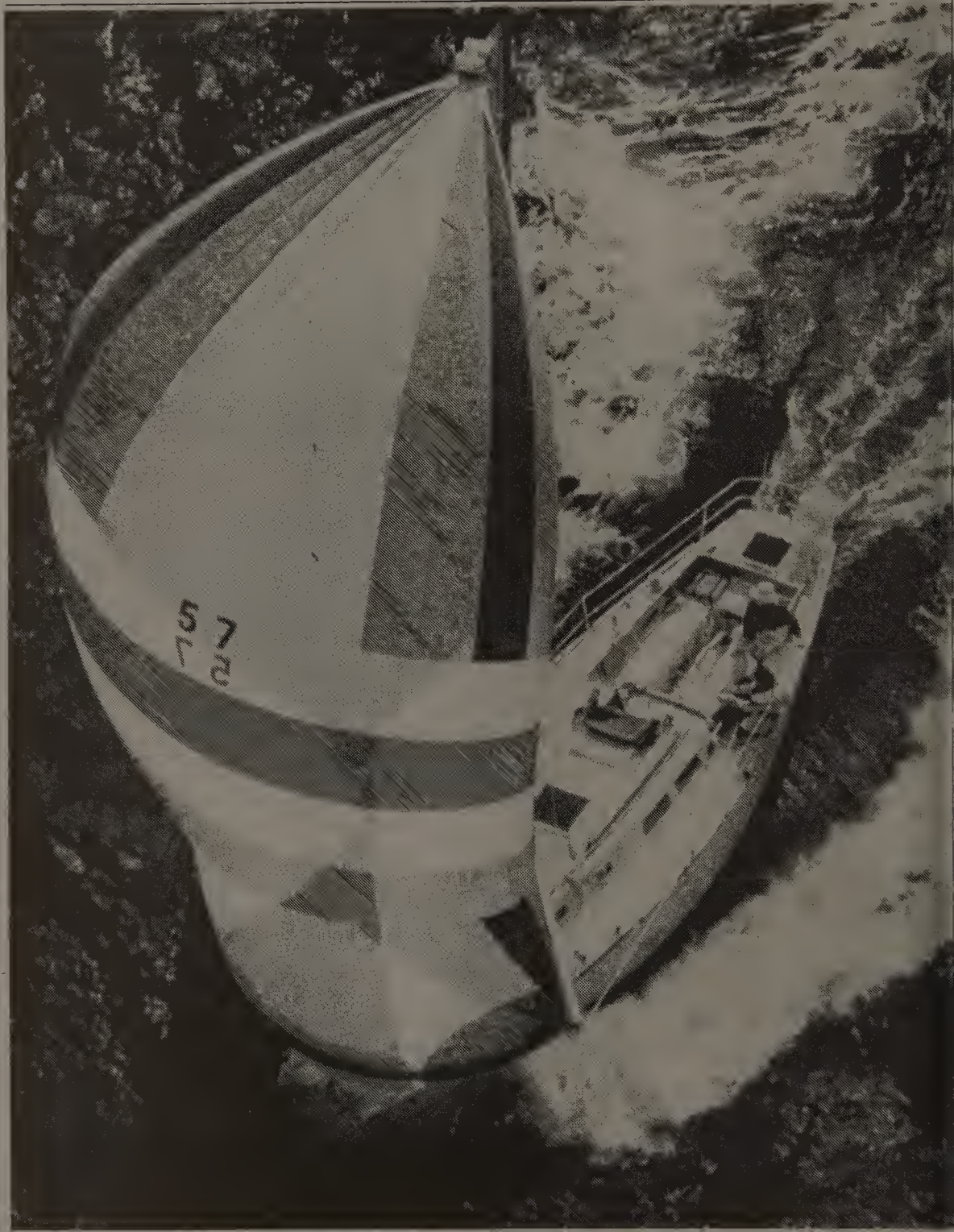
To get back at Honey, Isler took a rotary saw with an eight inch blade and sealed it into Stan's desk drawer. A wire running out the back of the desk connected to both a power supply and a timer set to go off at three in the morning. The device worked perfectly, much to the amusement of Isler and his co-conspirators downstairs. But after ten seconds, the din ceased. Isler and Martin waited for something more to happen, but there was only . . . silence.

"After a while we thought 'Oh, shit, he's dead!'" recalls Isler. But the next morning, there was Stan at breakfast, looking as if nothing had happened. "He told us that if you cut just one of the two wires of an AC power cord, you stop the flow of electricity but you don't electrocute yourself in the process. Can you imagine being jolted out of a sound sleep at 3 a.m. by a Skilsaw and having the presence of mind to remember that?!"

Other 'extracurricular' activities took place during Honey's undergraduate days that would influence him later. One happened the year he took off to join his sister and other friends to sail the family's Kettenburg 50 Akamai through the Panama Canal to the Caribbean and back. "The deal was that we got the boat for the cruise, but then we had to fix it up so Dad could sell it when we got back," recalls Stan.

It was also at Yale that Stan started racing two-person 505 dinghies — and it's where he met his current partner Sally Lindsay. When Stan came back to the West Coast in 1978 to get his masters in electrical engineering at Stanford, he convinced Sally, who was making spinnakers for North Sails at the time, to join him. She set up her own shop on the Peninsula, while Stan worked at the Stanford Research Institute to pay for his graduate studies.

Stan's vocation and avocations began to overlap at this point. "I was always finding navigation-related projects at SRI," he says. In 1983, he won his second TransPac aboard *Charley*, the Holland 67 owned by Pac Man/Chuck E. Cheeze maven Nolan Bushnell. Stan had the idea and was already working on a land vehicle navigation system called ETAK. Bushnell signed on as the company's



Sailing remained Stan's recreational outlet from the high pressure work world. During these years, he attended a total of

*'Illusion' cuts a rug on the homestretch of the Doublehanded Farallones.*

Mexico races.

By 1988, Stan and Sally were getting a little tired of the bumps and bruises of dinghy sailing. They looked around for a cruising boat to "retire" with. Their search led them to a sad Cal 40 named *Illusion*. Features included bullet holes in the hull, no engine and more than one occasional homeless resident. But for \$20,000, they had the boat of their dreams, sort of.

"As an incentive to get the boat fixed up, we set the doublehanded TransPac in 1990 as our goal," says Stan. "We barely made it. In fact, going out to the start of the race was only the fourth time we had raised the sails.

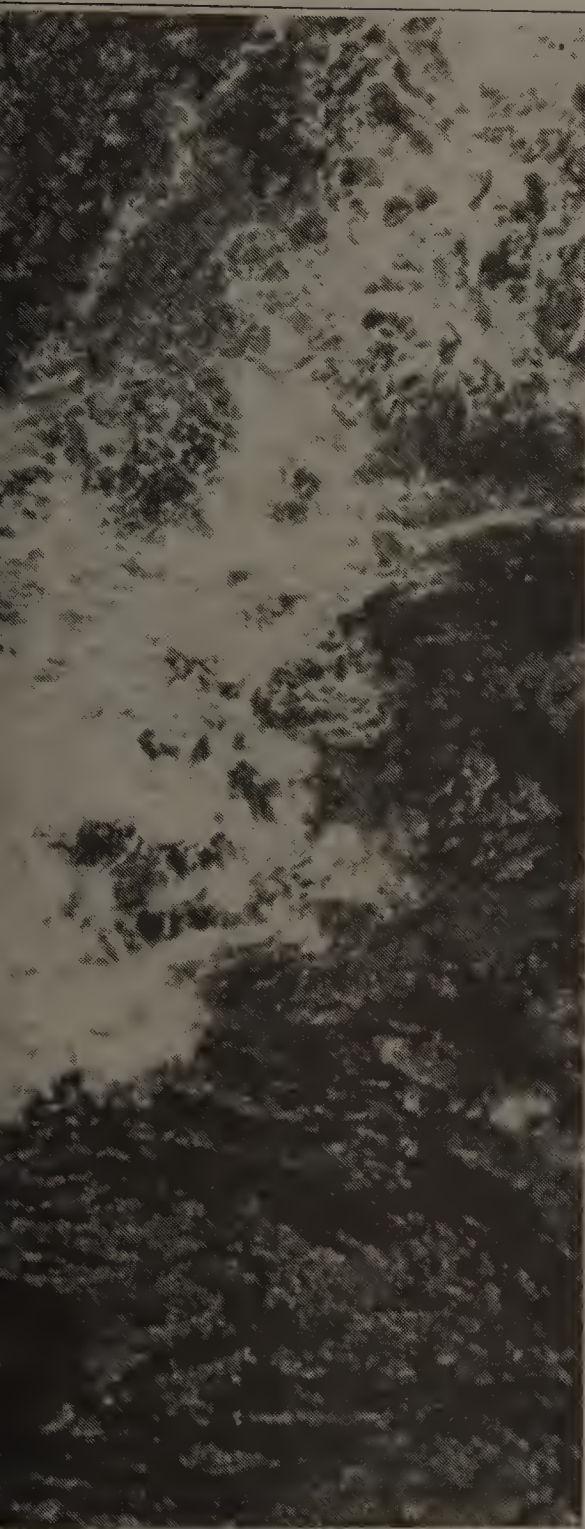
*The idea of two people sailing a SC 70 to Hawaii by themselves may seem preposterous at first.*

primary backer and Stan was in business for himself. Unfortunately, while Stan's star was ascending, Bushnell's was falling, but "Nolan was really great and remained loyal to us, even after it became difficult for him to do so," says Stan. "We still stay in touch."

five 505 world championships, with a best finish of third (crewing for Steve Taylor), and ten 505 national regattas, with a best score of second. He also navigated two Admiral's Cup campaigns in England, as well as an assortment of Bermuda races, SORCs and



# TWO DOWN, TWO TO GO



Most normal people would think it would be crazy to head out across the ocean at that stage, but I had sailed Cal 40s a lot when I was growing up, so I knew the boat."

As they had in the 505, the pair divided the onboard duties. Sally, a North American champion driver in three different classes, steered and trimmed. Stan called tactics and navigation, and ran the foredeck. Their lack of time in the Cal 40 proved to be no handicap — they finished first in the doublehanded division and second overall on corrected time.

The racing bug continued to spread through Stan's system like a computer virus gone haywire. In 1991, he navigated Paul

ALL PHOTOS LATITUDE 38

Simonsen's *Mongoose* in the crewed TransPac. Stan and Paul shared the same watch and began to fantasize about doublehanding

mance. The stern, for example, never sat down in the water on a plane like it does with a full crew onboard."

With two legs of the TransPac grand slam under his belt, Stan now has set his sights on navigating the multihull record setter. He's

*"On the surface, the TransPac is a very simple race..."*

the Santa Cruz 70 in the 1992 Pacific Cup.

The idea of two people sailing such a large boat by themselves may seem preposterous at first, but SC 70s are well known as undercanvassed boats. Without the extra crew and all their accompanying weight, a shorthanded 70 weighs about 10 percent less, which Stan says makes a big difference in performance. "You catch smaller waves and carry them longer," he says. "It's not subtle, either. You really notice how differently the boat sails with fewer people onboard."

The project happened, and the pair set a new doublehanded record. They also came within just four hours of breaking the fully crewed mark, as well. One of the secrets of their success was never dousing the kite once they got it up, even during the notorious Pacific squalls that hit on the final approach to Hawaii. When the wind piped up, they borrowed a technique from Stan's days of sailing Lapworth 50s. By lowering the topping lift and trimming the clew to the end of the boom, they stretched and stabilized the foot of the spinnaker and opened up the leech.

Also important, if not critical, was the software Stan developed for the autopilot. He'd been working on this program since the *Charley* TransPac. Originally, the onboard computer would spit out the correct course to sail in order for the boat to achieve its maximum, or 'polar', speeds. On *Mongoose*, Stan wired the computer to the autopilot, which turned the latter into a very smart helmsbeing. "In a windshift," says Stan, "the autopilot will change course to stay at the optimum angle — up in the lulls and down in the puffs."

When Stan decided to tackle the singlehanded TransPac on *Illusion* in 1994, this software program again proved invaluable as the primary driver. Again, Stan broke the record, not only for the singlehanded TransPac, but also for all previous Cal 40 passages to Hawaii *with crew*. "Again, I was able to carry the chute the whole way. but with about 10 percent less weight," shrugs Stan. "I could see the difference in the boat's perfor-

teaming back up with Paul Simonsen, who's been tricking out Tom Blackaller's old Pro-Sail 40 catamaran *Tom Cat*, for an attempt next August. In addition to Stan and Paul, the boat will have veteran Zan Drejes and 1994 U.S. Rolex Yachtsman of the Year Cam Lewis aboard (both were part of Blackaller's professional racing team in the late 1980s).

There's also the crewed TransPac next year, which will feature a wide variety of speedsters, including turbocharged maxisleds, Whitbread 60s and IMS 70s, from which he can choose his ride. "Actually, it's kind of tough figuring out which will be the fastest," says Stan.

"S"tan's pretty modest, but he's also



Sally Lindsay and Stan in Hawaii after *'Mongoose's* record run.

very competitive and he sets very high standards for himself," says Sally Lindsay, who hasn't given up on racing, either. The couple competed in the Vallejo 1-2 (singlehanded up, doublehanded back) last month. On the final beat up past Mare Island, Stan engaged



# STAN HONEY

in a furious tacking duel with Dan Newland on *Pegasus XIV*. On the way back, he and Sally fell into a big hole and 50 or 60 boats sailed by. "Stan didn't get upset," she says. "He just looked at what we could do at that point. Eventually we passed most of them

ing" to his current boss, Murdoch, who is something of a sailor himself; he owns a boat and once competed in a Sydney-Hobart

*Features of the boat included bullet holes in the hull, no engine and more than one occasional homeless resident.*

back. He thinks very strategically, not only about how he sails but how he runs his life."

This last comment refers, in part, to Stan's current job. In 1989, he sold ETAK to media mogul Rupert Murdoch and has since risen to the rank of executive vice president in charge of technology for Murdoch's News Corporation. In addition to ETAK, Stan over-see's other technology enterprises, such as a data encryption company and Delphi, an on-line service not unlike CompuServe.

Stan's sailing exploits — he gets time off every summer to sail to Hawaii — are "amus-

race. Murdoch might take a dim view, however, if Stan wanted the time to pursue another of his sailing dreams, which is a BOC singlehanded race around the world. Honey realizes that the odds are stacked against American sailors, especially those in need of corporate sponsors for such a venture. "In smaller countries like New Zealand and France," he says, "sailing is highly visible and it makes sense for companies to put up the money. Here in the U.S., they don't even know what the BOC is."

There are plenty of other projects to keep him busy in the meantime, including serving on the board of directors for the TransPacific and Pacific Cup YCs, as well as the San Francisco PHRF committee. And then there are those two other TransPac records to get under his belt. Even after all these years, he still enjoys the challenge of finding the fastest route across the pond.

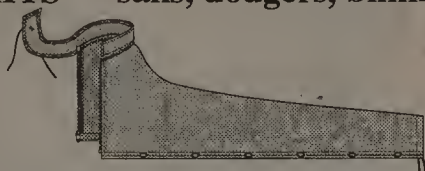
"On the surface, the TransPac is a very simple race," he says. "You know the wind is going to go right. To plot a winning course, though, is perilous business. You have to make decisions on your first night out that affect you six or seven days later. When you get near the Pacific High, you can't head up because you'll run out of wind. You can't bear off to catch boats to the south because you'll be sailing at a lower angle. It's a very difficult race to navigate."

But if anyone's ever going to figure it out 'once and for all,' we're betting it will be Stan Honey.

— shimon van collie

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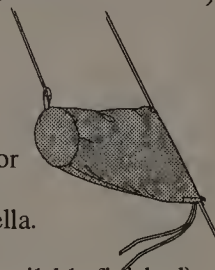
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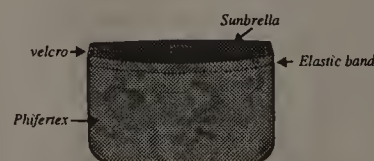
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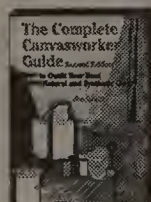
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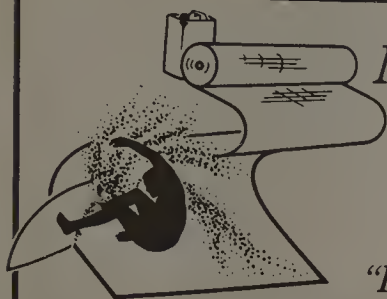
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CITIBANK





# FALL CUP

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Up until last month, we'd have had to say probably not.

We base this opinion on the rapid extinction of two megabuck efforts to do just that. Both the Ultimate 30 and Prosail 40 circuits of four or five years ago fizzled as fast as they flashed. And who would have thought? Slick and professional, they matched wildly radical boats with big-name rockstars and large cash purses. The circuits each blitzed through town twice with lots of press and pizzazz. Joe Public could have cared less.

And then, last spring, along came this regatta called the Citibank Spring Cup. Nothing wild or crazy, just your average sailboat race tailored for public consumption with start/finish gates right off Pier 39. There was a moderate cash purse, real people sailing for it and the fast but not too exotic or expensive 11:Metre class boats.

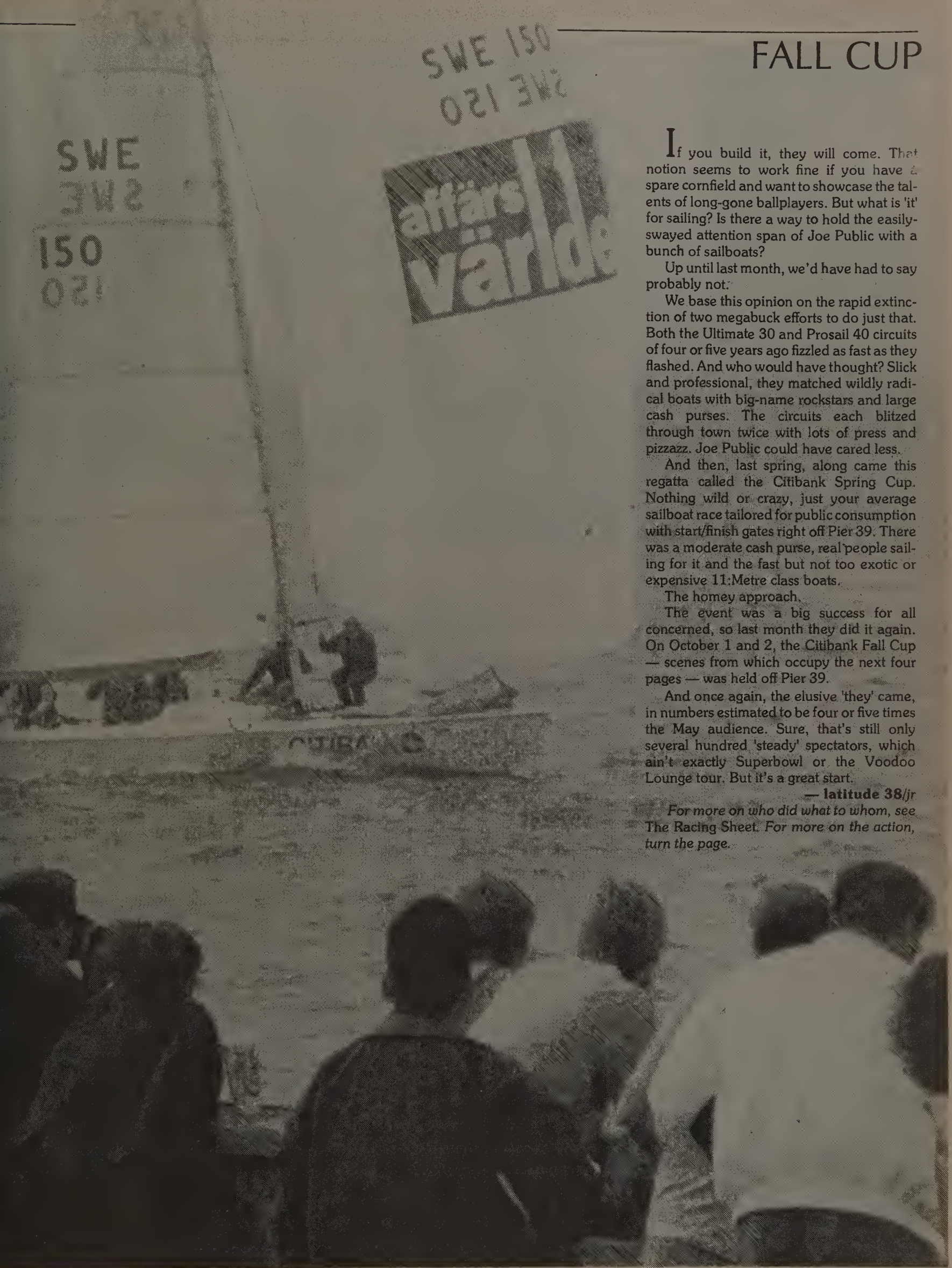
The homey approach.

The event was a big success for all concerned, so last month they did it again. On October 1 and 2, the Citibank Fall Cup — scenes from which occupy the next four pages — was held off Pier 39.

And once again, the elusive 'they' came, in numbers estimated to be four or five times the May audience. Sure, that's still only several hundred 'steady' spectators, which ain't exactly Superbowl or the Voodoo Lounge tour. But it's a great start.

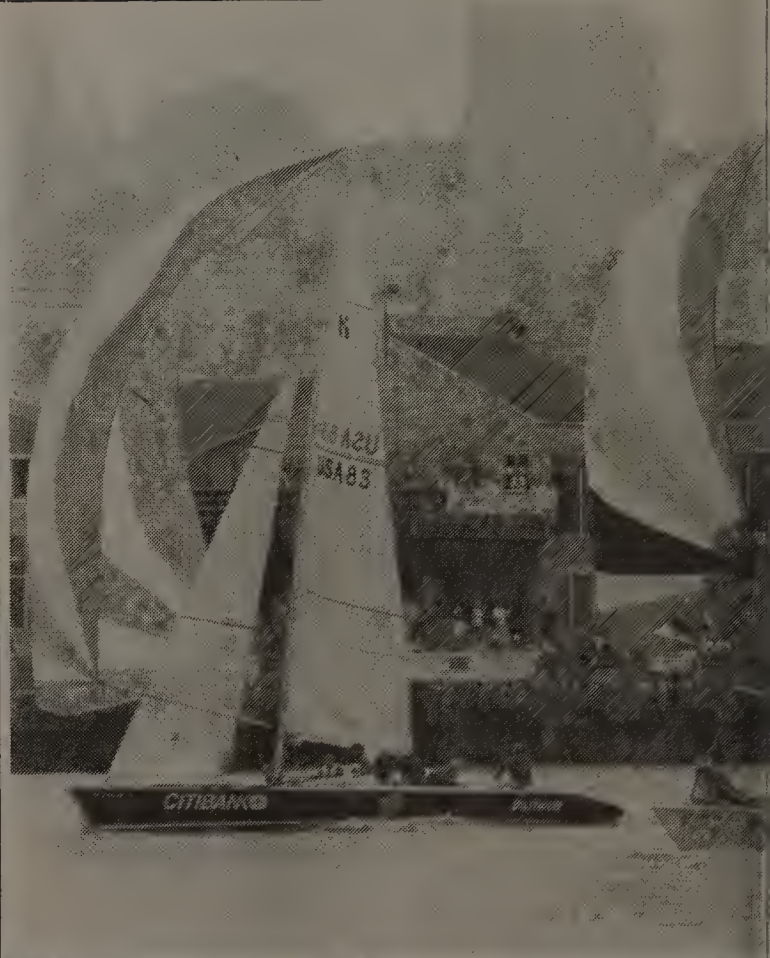
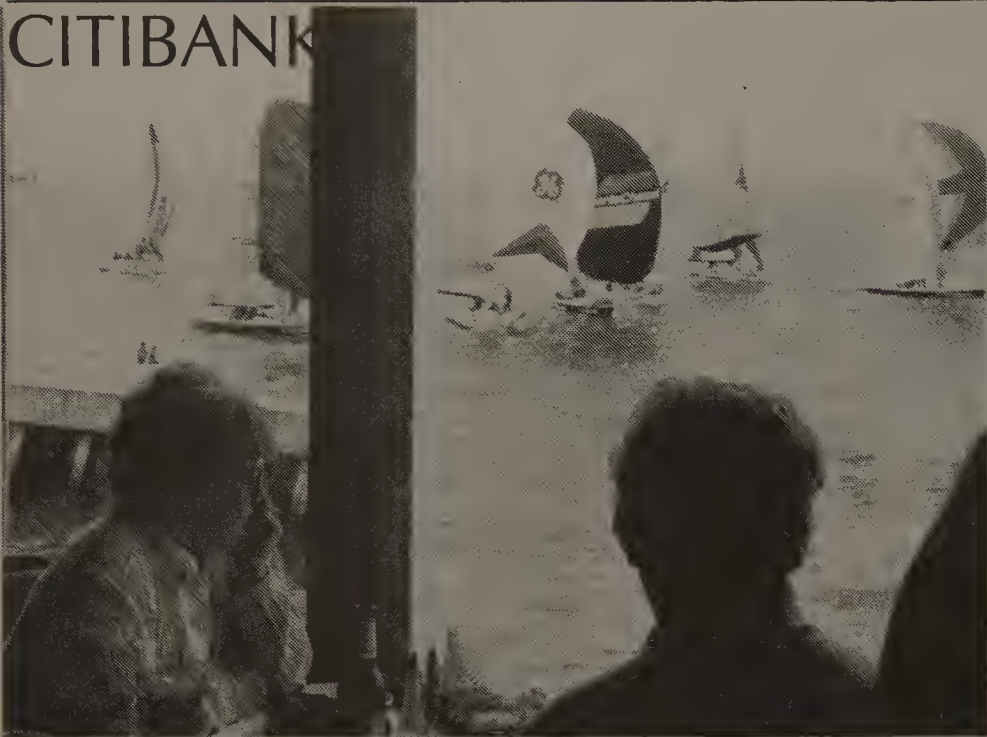
— latitude 38/jr

For more on who did what to whom, see The Racing Sheet. For more on the action, turn the page.

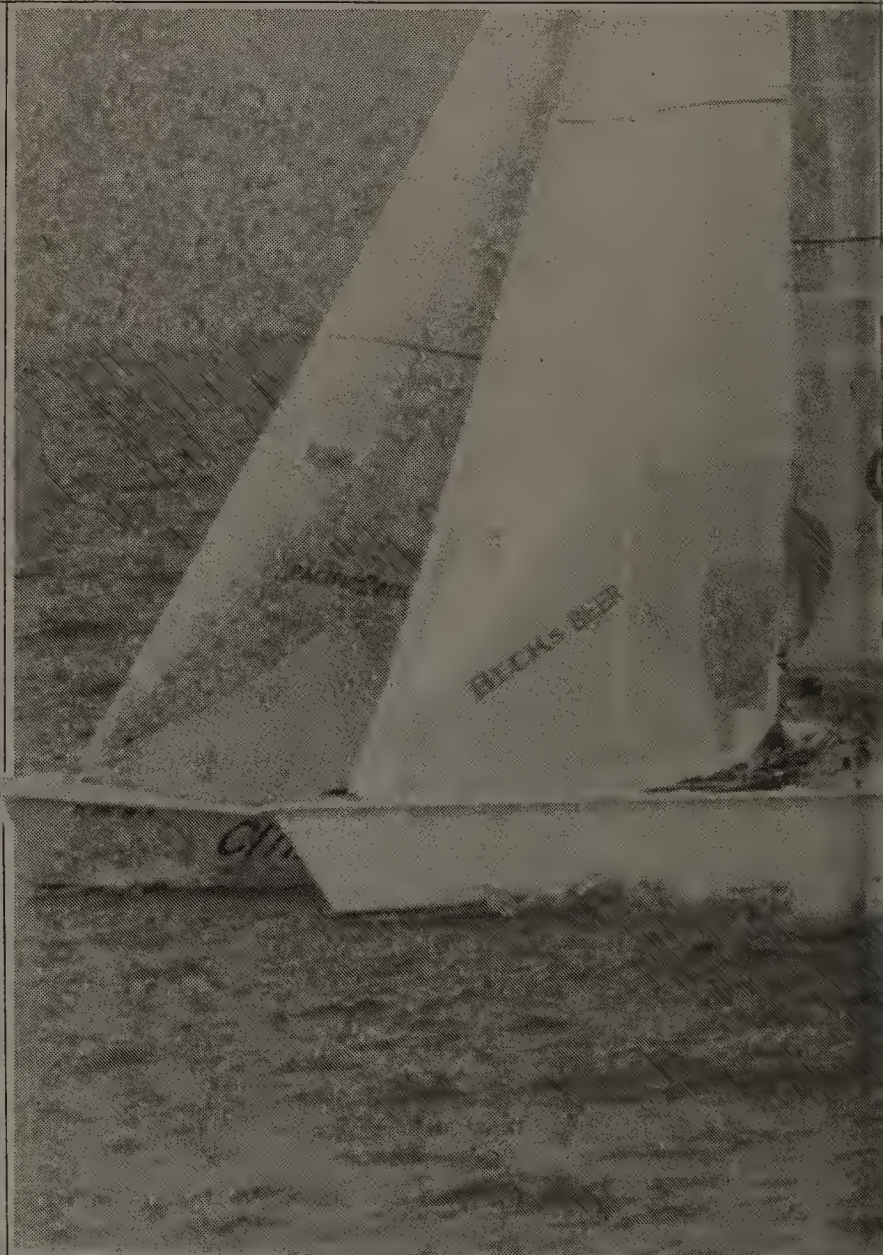
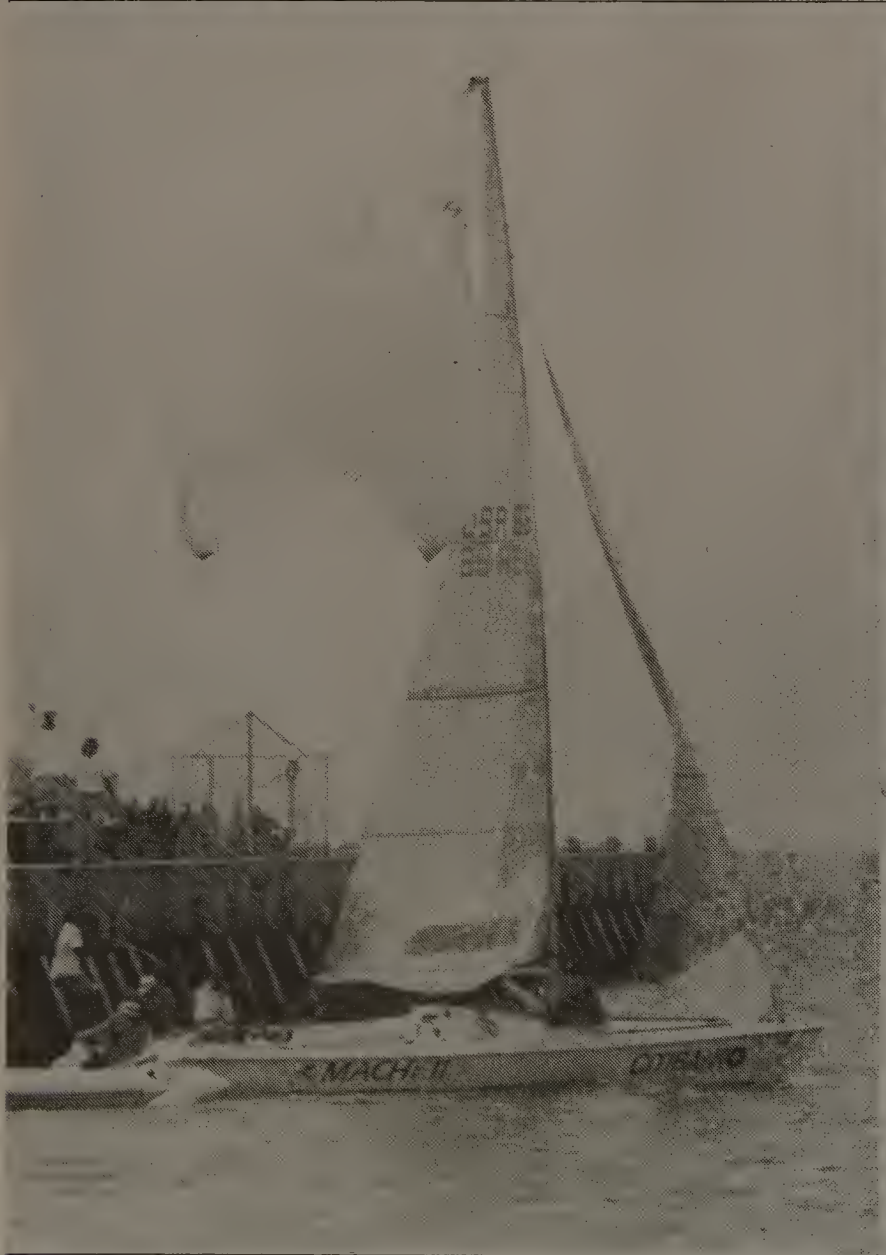




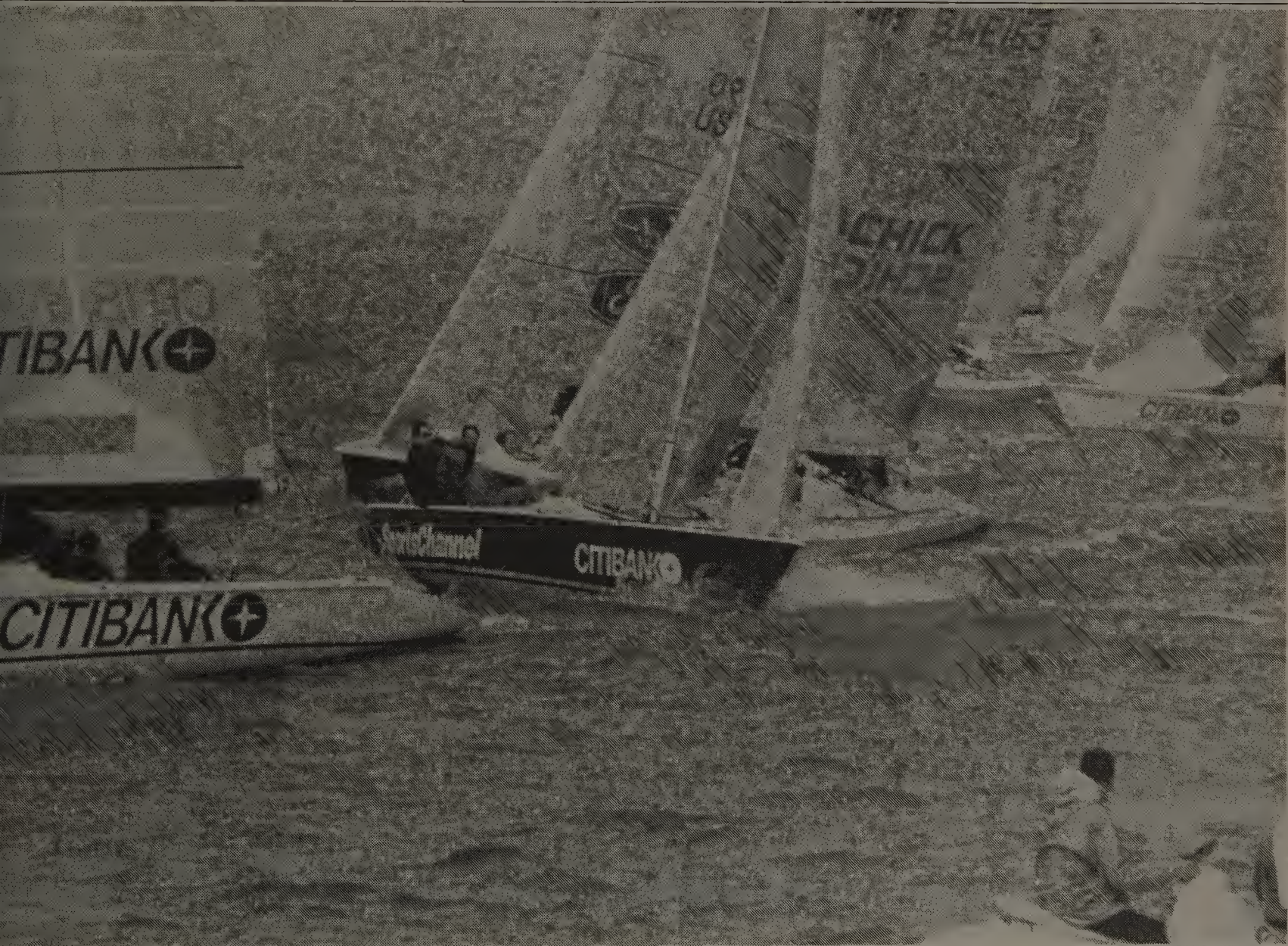
# CITIBANK



**Citibank Fall Cup** action, clockwise from above: inside (the restaurants) or out, the view from Pier 39 was most excellent; the 'beauty of sail' attracted many spectators to the waterfront; for this regatta, sponsor logos were both welcome and encouraged; push coming to shove at a Saturday start (note buoy by the *Beck's* boat); "on the rocks" didn't refer only to bar drinks — fortunately, damage to *Mach: 11* wasn't serious.









# DOING THE

On September 16th, the half-page ad shown at right appeared in *The Log*, a bi-weekly California boating newspaper. It's become a hot topic of conversation in harbors and boatyards up and down the coast.

Note the small print at the bottom: "Paid for as a result of criminal prosecution for violations of the Clean Water Act and Fish and Game Code's water pollution laws."

That criminal prosecution began a year and a half ago in San Diego, and signals a new aggressiveness in government enforcement of environmental laws in the boating community.

At about 10:30 on the morning of March 23, 1993, a Fish and Game patrol boat was cruising near the entrance to San Diego Bay. Mike Castleton, the lieutenant in command, says he saw a commercial passenger fishing vessel of about 110' anchored some thousand feet south of the end of Zuniga jetty.

"A crew of three or four were sanding the teak rails with electric palm sanders," Castleton recalled in a recent interview. "We observed a big caramel-colored cloud as the wind was picking up the sawdust."

The vessel was *Searcher*, a day fishing and excursion boat berthed at Fisherman's Landing in San Diego. *Searcher* is owned by Arthur Taylor, a 38-year old captain who was aboard at the time. Taylor couldn't be reached for this article because he was at sea on an extended cruise.

According to Taylor's attorney, Ted Griswold, Captain Taylor wanted to get his vessel shipshape for a "Day at the Docks", and refinishing *Searcher's* rails was high on his list of clean-up chores.

"He thought he was being environmentally sensitive," Griswold says. "He'd seen other people doing work at the docks and how the dust goes in the water, and he decided he wasn't going to do that. So he went out offshore to sand the railings. He figured that any blow-off from the sanding would be so diluted it wouldn't be a problem. For the sanding dust that landed on the boat, he brought along a big Shop Vac, and

doing?" Taylor replied, "We're just sanding down the rail and we're going to vacuum everything up." Castleton told Taylor, "Well, there's some incidental blow-off here and that's a violation."

Castleton had his crew take photographs of the blow-off. They then boarded *Searcher*, collected sawdust samples from various parts of the boat and placed them in a plastic bag they brought from their patrol vessel. They also confiscated sanding discs from the electric sanders and added them to the evidence bag. Taylor was issued a citation for pollution violations, specifically Section 5650 (C) of the California Fish and Game Code. The case was turned over to the San Diego city attorney for prosecution.

Taylor's lawyer says the plastic bag containing sawdust and sanding discs "sat on the shelf for a couple months" while the case lumbered through the system. However, when prosecutors finally sent the samples to the Fish and Game lab in Sacramento for analysis, they were astonished at the results: Very high levels of PCBs were found in the sawdust. PCBs are considered extremely toxic and have been banned since 1977.

"We were so flabbergasted by what was in it, we wanted to have it tested again to make sure," said Steven Gold, the deputy San Diego city attorney who prosecuted the case. The re-test came up positive again — levels of PCBs considered hazardous. Because of this, Taylor was charged with an additional violation under the United States Clean Water Act: discharging hazardous waste.

Gold says, "We believe at some point years ago the rails were oiled with something that was contaminated with PCBs. I don't really believe Mr. Taylor had anything to do with it. But that's just the point. You don't know what you're putting into the waters of the state."

Taylor's attorney, Ted Griswold, has another slant on the PCB issue, echoing arguments now being used in the O.J. Simpson trial concerning chain of evidence and DNA tests.

*Another slant on the PCB issue echoes arguments now being used in the O.J. Simpson trial concerning chain of evidence and DNA tests.*

in fact did vacuum all the dust off the deck when he was done."

Fish and Game pulled alongside *Searcher*, and Castleton said, "What are you guys

"Their (Fish and Game) documentation was very poor," according to Griswold. "We don't know if the plastic bag they used for evidence was new or had been used for something else. We don't know where on the deck the sawdust was collected from. Then



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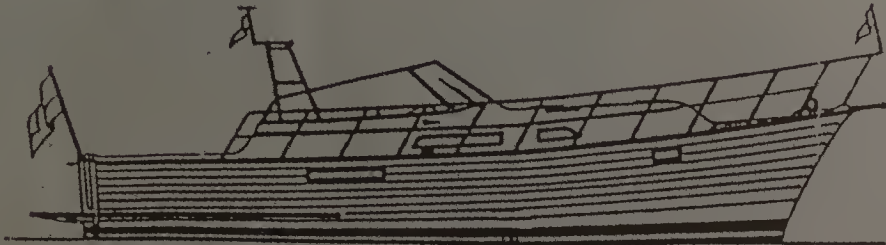
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they take the discs off the sanders and plop them all in the plastic bag together. Incidentally, the discs were held on the sanders by spray adhesive. Are there PCBs in that adhesive? We don't know."

Griswold continued, "Interestingly, the first time they did the test, they were looking for a broad range of contaminants, like residues of oils, since teak oil supposedly had been used in the past. No residues indicating any teak oil were found, but the PCBs were. So are you telling me that PCBs are found inherently in the wood?"



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Griswold says he and Taylor took sanding samples from areas of the rail that had not been refinished yet, and sent them for analysis to a private lab recommended by Fish and Game. The results were negative for PCBs.

Not only that, but the whole sawdust issue is bogus, according to Griswold. "Section 5650 (C) of the Fish and Game Code does indeed prohibit deposition of sawdust in the waters of the state. But our

legislative research shows that the law was written to prohibit dumping of bulk loads of sawdust into streams by Northern California sawmills. They've just decided to use this law from a little bit different angle."

During this period Taylor was barely staying in business. The personal stress was also considerable. Griswold says, "They were huffing and puffing and saying they're going to prosecute him to the fullest extent and fine him \$50,000 for each violation. He couldn't even pay his attorney's fees."

In the negotiations that followed, Taylor pleaded "no contest" to the Fish and Game violation regarding the discharge of sawdust into the ocean. The hazardous waste charge was dropped. He received a one-year suspended sentence, three years probation, paid \$1,000 to Fish and Game for lab costs, \$1,041 in fines, and has since worked off 100 hours of community service painting "no discharge" warnings on San Diego storm



# DOING THE RIGHT THING

drains. He was also required to pay for that half-page ad in *The Log*. The wording was more or less dictated by the city attorney.

What does this case mean for California recreational boat owners?

"The whole purpose of this is to notify the

ability to enforce."

But even Gold concedes that the amount of PCBs that ended up in the water — if in

*"We were so flabbergasted by what was in it, we wanted to have it tested again to make sure."*

public," said prosecutor Steven Gold. "Enforcement, at least on the waterfront in San Diego, is really strong. If you're caught sanding or doing anything that discharges into the water without proper protection, then you could be prosecuted.

"If you're taking 'reasonable means' to prevent your sawdust or whatever from going into the water — a vacuum cleaner, shrouding — you're going to be okay," Gold continued. "The reality is that our bays are polluted in part because of boat maintenance. This is one control that we have the

fact, PCBs were contained in the sawdust — probably didn't constitute an environmental emergency. So how dangerous is the sawdust blow-off from a handful of boatowners doing routine maintenance on a Saturday?

"We have prosecuted weekend boaters doing varnish work," Gold says.

The Fish and Game man who first cited Taylor, Mike Castleton, is more sanguine. "I think that ad in *The Log* tends to be misleading. It makes it look like we're out cruising the waterways looking to nail people with sandpaper in their hands. I had one boater

call me and say, 'Well, this is the last straw. I'm getting rid of my boat.' And my response was, 'Maybe you're reading too much into this.' The way the ad was worded gives the impression you can't work on your boat. The reality is, you can work; you just have to take precautions. We're looking for the serious violations."

Captain Taylor now sees a certain irony in being considered a "serious violation". His winter work involves environmental trips to Baja for whale study.

"He has to run a tight ship to do that because he needs clearances from the Mexican government to enter certain ecologically sensitive areas," points out his attorney, Ted Griswold. "He sees people all the time doing work on their boats and letting debris go into the Bay, and he doesn't want to do that. He was doing what he thought was the right thing and it turned into a real mess for him."

— don craig

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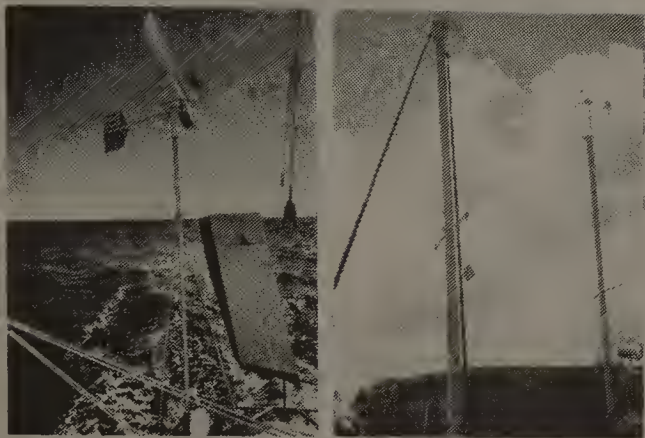


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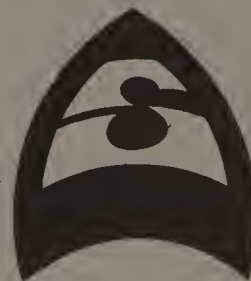
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SSS Singlehanded Farallones Race 1994, 1993 .....	First in Class
BAMA Doublehanded Farallones Race 1994, 1993 .....	First in Class
OYRA Vallejo Race 1994 .....	First in Class
OYRA Lightship Race 1994 .....	First in Class

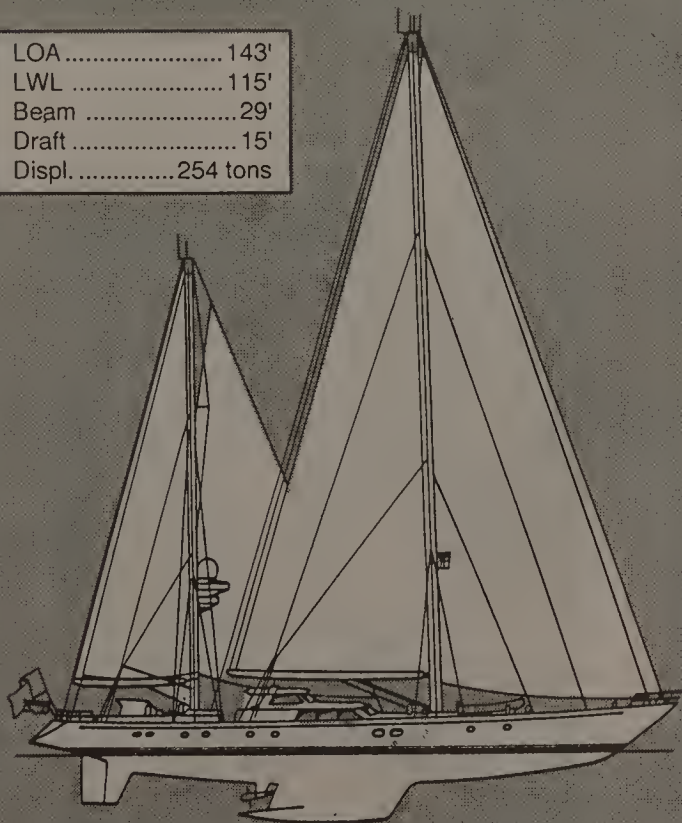
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LOA .....	143'
LWL .....	115'
Beam .....	29'
Draft .....	15'
Displ. ....	254 tons



## JULIET

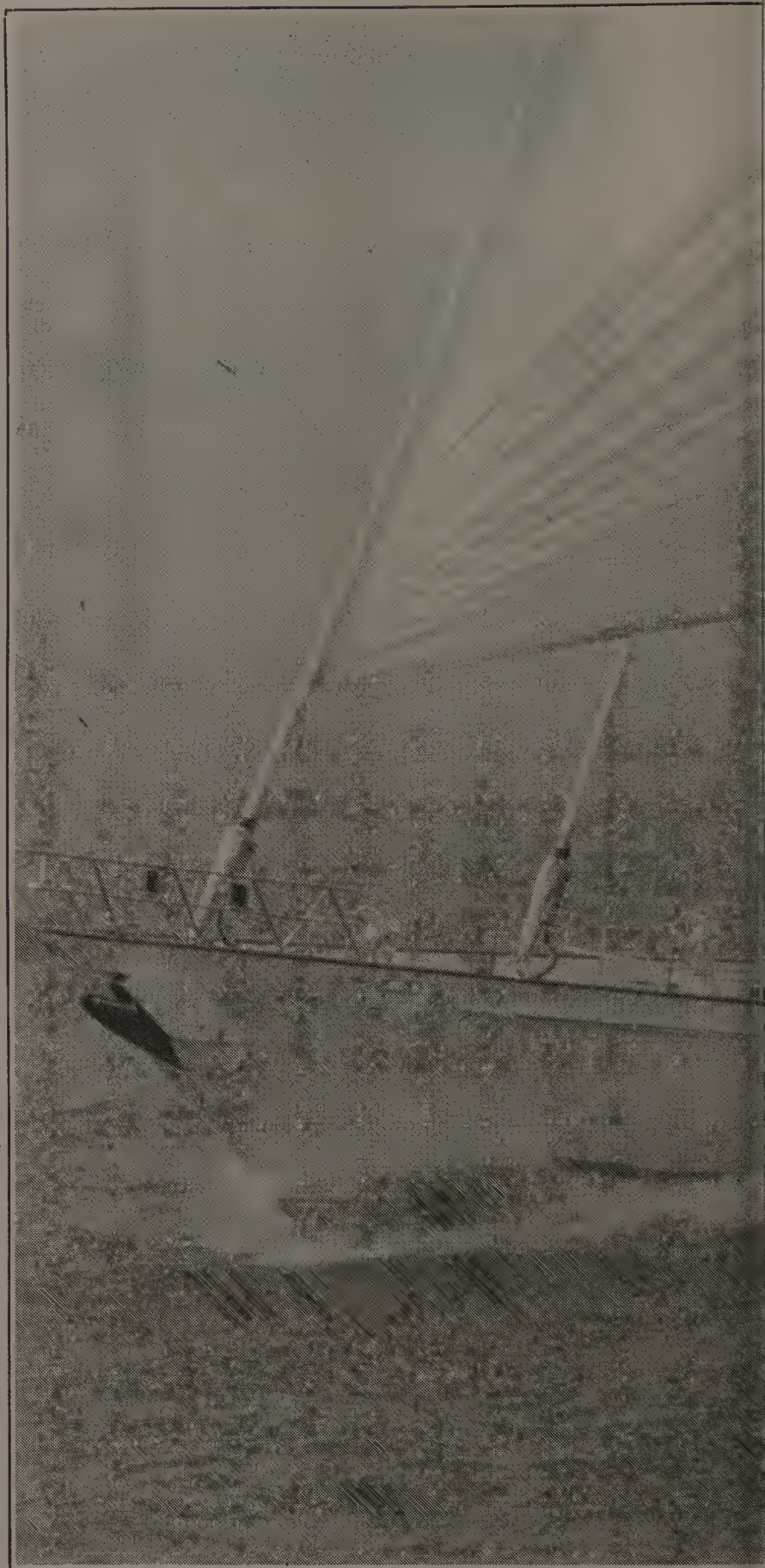
Someone wiser than us once observed, "A man who works with skill is a man to be respected. A man who builds with vision is a man to be admired. But a man with both skill and vision is a creator of things truly grand. That is a man to be remembered."

There's little doubt that the owner of the 143-ft ketch *Juliet* will be remembered. In fact, you could say this superyacht is a textbook study in skill, vision and how to do the ultimate yacht right the first time. The course abstract might go something like this:

First, decide what's most important. If it's comfort, any one of a hundred designers and yards will be happy to accommodate you with a mini-ocean liner. It'll have the sailing qualities of a school bus, but who cares? Just tell the professional captain where you want him to take the boat and fly down when it gets there.

If, on the other hand, you want to actually sail the boat, and to have a responsive vessel you can feel and touch and get intimate with, your choices of designers are now severely limited. Only the best will do, so you go to one of them, Ron Holland, for the lines of the hull and underbody. For the design of the superstructure and the layout of the sumptuous interior, you seek out renowned Dutch architect Pieter Beeldsnijder. You encourage them both to innovate, anywhere and everywhere. Let's try a fold-out transom that becomes a large swimming deck, for example, or a remote steering station 35 feet up the mainmast from which you can control all propulsion systems on the boat with the touch of a button.

Once the design is going, you purchase the best in equipment: Mercedes, Trimble, Rondal, Brookes and Gatehouse, Apple Computer. Then you go to the Royal Huisman boatyard in Vollenhove, Holland, and commission them to put it all together. They are, after all, generally regarded as the finest builder of one-off aluminum yachts in the world.



And then you start writing checks. Lots of checks. Like, \$18 million worth of checks.

Which is where the dream stops abruptly for most of us.

However, for the owner of *Juliet*, who prefers to remain anonymous, it's where the dream began. The founder of Rockport Shoes, when he finally sold the company to Reebok a few years ago, he suddenly found there were few dreams that were unattainable anymore. Although, in his case, it did take a bit of trial and error to get the hang of it. Remember the guy who bought Bill Graham's Corte Madera house for \$6.5 million, only to turn around and sell it six months later without having ever lived there? Same guy.

One of the reasons was doubtless that the dream called *Juliet* was





slowly taking shape over in Holland. When she was launched in the summer of 1993, the boat was the culmination of five years of meticulous planning and execution. It shows everywhere you look, and most places you never will — many of the boat's systems, as well as the labyrinth of wiring and plumbing necessary to run them, are hidden from view.

The only thing is, in a boat of this magnitude, it's hard to appreciate the finer details until you get over the sheer size of everything else.

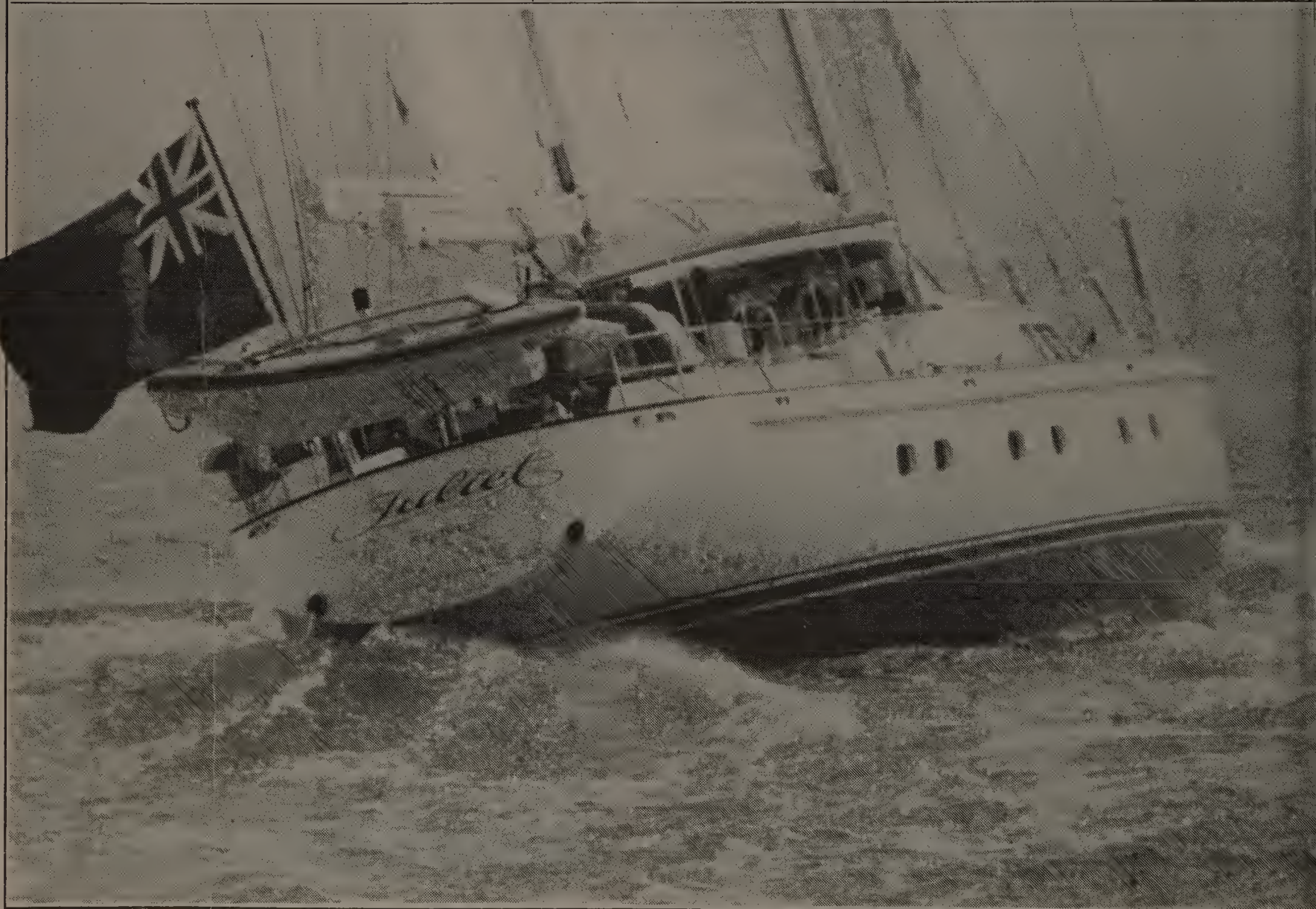
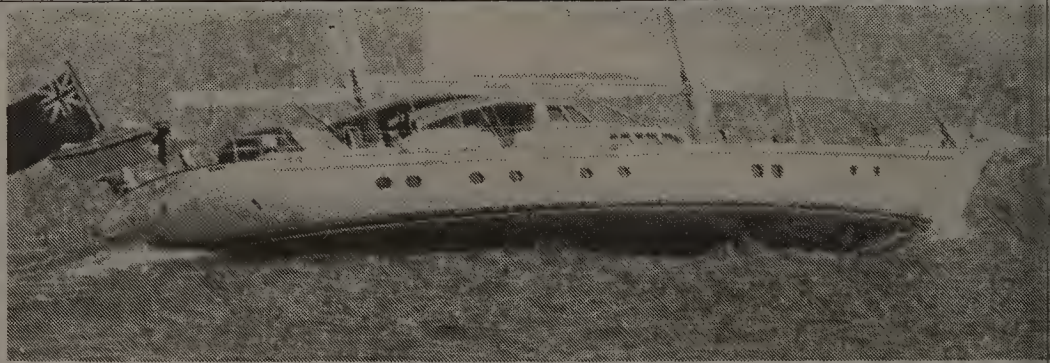
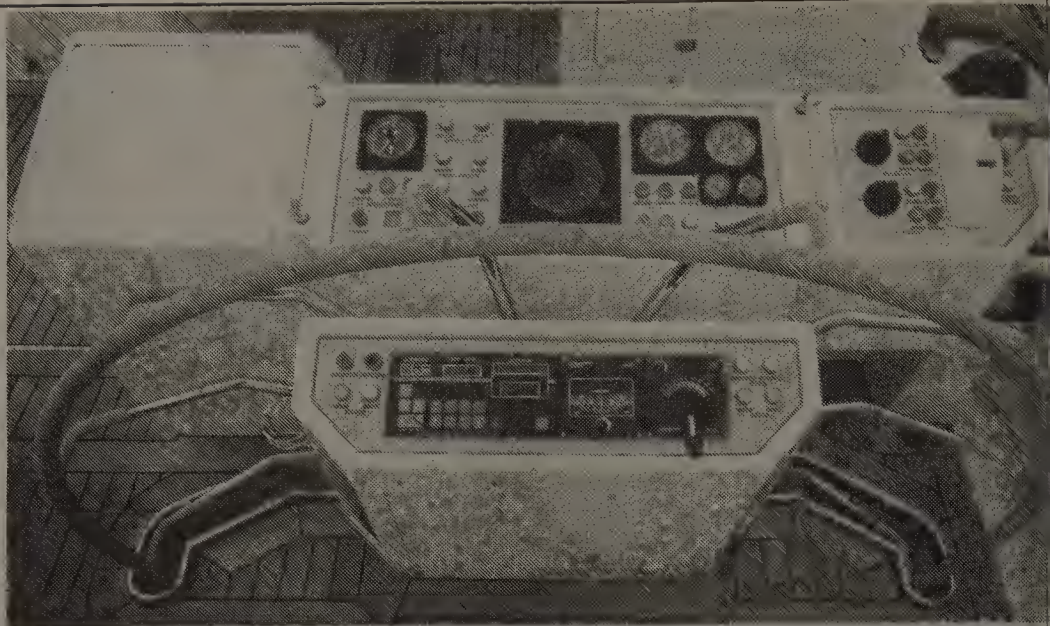
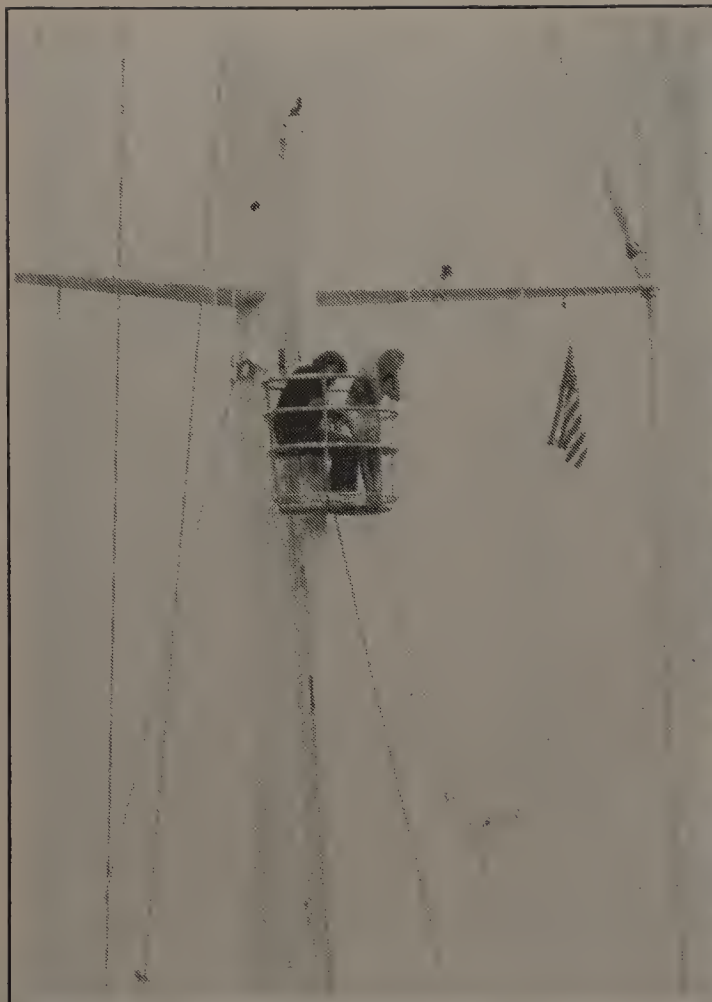
On deck, *Juliet* is as long as half a football field. Her beam spans 30 feet. She draws 15 feet and displaces 254 tons, 65 of which is in the bulb keel alone. The mainmast soars 165 feet off the deck. In compa-

ny with the mizzen and five huge Rondal electric reel winches, *Juliet's* helmsman can unfurl just under 3,000 square feet of working sail in about 30 seconds. Unlike some big boats, owners, though, *Juliet's* owner has shunned computer-controlled sails for hand-tweekable ones — even though the winches are hidden and the 'tweeking' is via remote control. When someone on *Juliet* says sailing is 'no sweat', they mean it: you won't find a single winch handle on board.

Like all big boats, *Juliet* likes a breeze. In 25 knots, she'll do 17 all day long with about 10° of heel. What surprised even Holland, though, was how well the boat does in light air. In 10 knots of wind, for example, she has no trouble working quickly up to 9.

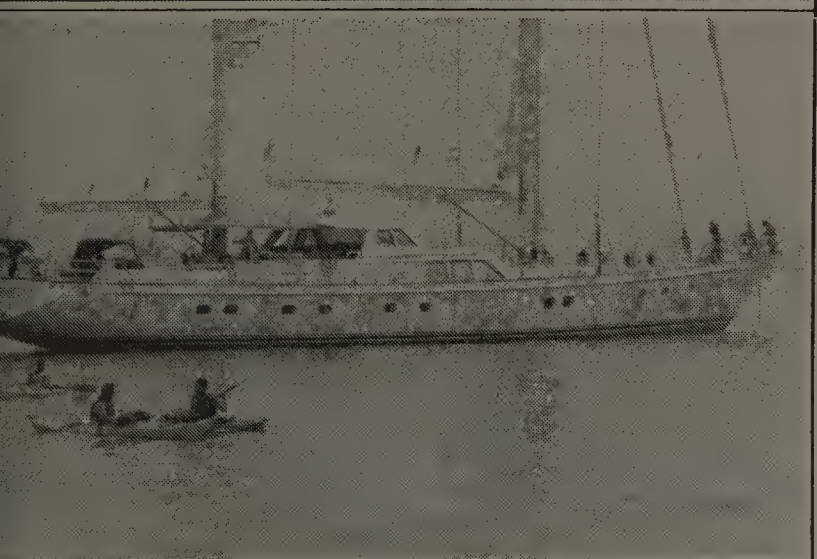
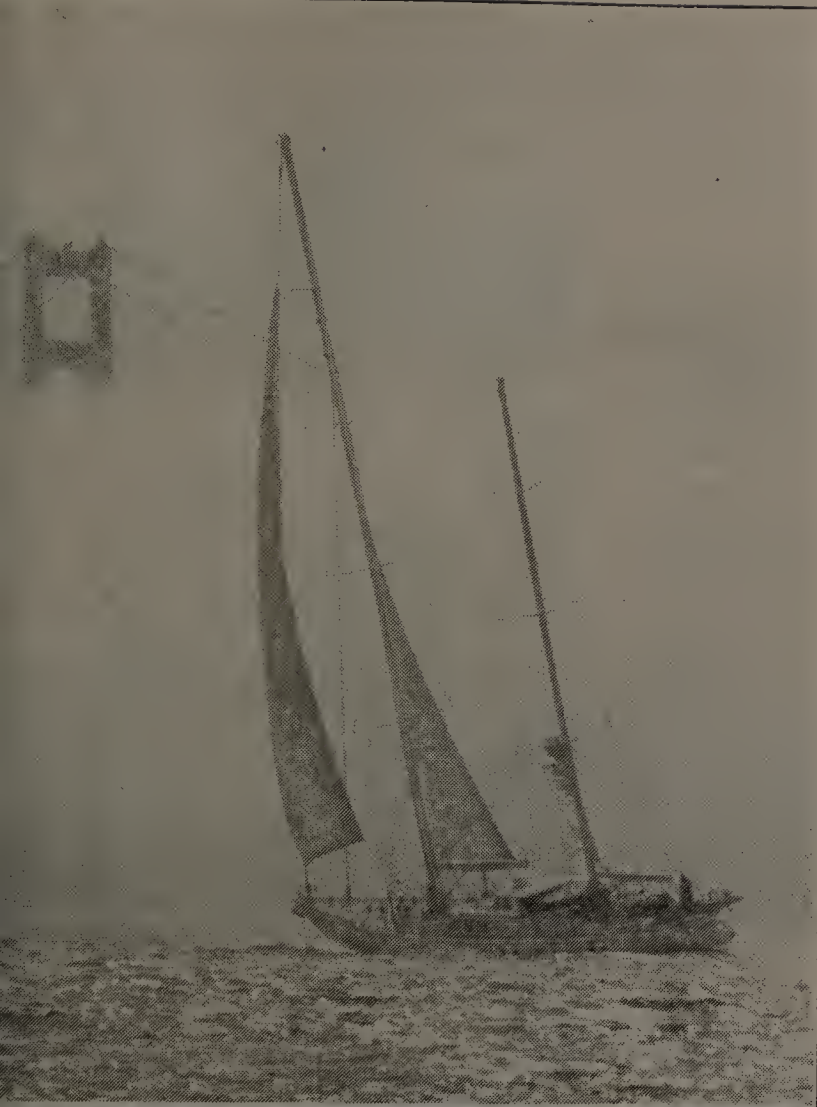
In between breezes, auxiliary power comes from a 12-cylinder,







# JULIET



850-horsepower Mercedes Benz diesel spinning a 4½-foot, four-bladed Hundested propeller. Twelve knots under power is effortless and seemingly magic — the engine is absolutely inaudible from topsides. The bow and stern thrusters are 85-horsepower apiece and can push the boat sideways directly into a force-8 gale.

In our book, one of the true measures of a yacht is how well you can feel her through the helm. Consistent with the 'involved' theme of *Juliet*, the helm is not the lifeless hydraulic 'power steering' found on most big yachts. Instead, Holland and the Huisman team came up with a sophisticated mechanical arrangement that gives the helmsman as intimate a feel for the boat and wind as you'd find in the most responsive 30-footer.

Back aloft again, the discerning eye will notice that the masts are not extrusions. Rather, they were custom-built using various thicknesses of aluminum plate. This allows for both a gradual taper in the spars, and decreasing wall thickness as you approach the top — all of which translates to less weight aloft and more righting moment. And talk about thinking of everything: the masts are even plumbed with a freshwater pressure system. 'Sprinklers' at the top and midway points to keep them clean and free of salt.

Perhaps the most talked about component on the boat, however, is that remote steering station. To use it, you simply step in the stainless steel 'crow's nest' at deck level and press the 'up' button. An electro-hydraulic system whisks you smoothly up to the first spreaders, where your field of view is virtually unlimited. You plug in the umbilical of the remote and all major controls for the yacht are at your fingertips: engine speed, forward and reverse, bow and stern thrusters — the lot.

Where function is the order of the day topsides, belowdecks, no expense has been spared to ensure comfort. The warm, mahogany-paneled interior sports circular stairways, leather-clad furniture and deep-pile carpet — exuding an ambiance almost more reminiscent of a colonial mansion until you look through one of the leeward hull windows (when the boat's heeling) and realize you're looking underwater; a stunning experience, we're told, especially in clear water.

Another focal point in the main dining area is an intricate model of the 60-gun 1747 British warship *HMS Anson*. But even on a 143-foot yacht, space is not unlimited. Designer Beeldsnijder had to track the modelmaker down and have him angle the model's yards so it would fit in its custom-built case. Hidden below that case, incidentally, is an electric piano — and of course the synthesizing equipment to go with it. If you don't want to make your own music, you can choose your entertainment on any of several large-screen entertainment centers located throughout the boat. There are about 500 CDs to choose from, 100-some movies and countless video-games to keep the most addicted youngster occupied.

More pertinent electronics include all the bells and whistles every weekend warrior would love to have, and a few that probably cost more than the warrior's last three boats put together. Falling into that latter category are a laser chart plotter, INMARSAT A Satcom (satellite telephone), a Furuno radar that includes a collision avoidance system capable of tracking multiple 'targets' simultaneously, and an interactive computer system that can be linked at will to almost any system on the boat.

Interestingly, while the boat can easily accommodate upwards of 40 friends for a daysail, the owner prefers more intimate accommodations for the long term. Apart from the owner's suite and accommodations for six crew forward, *Juliet* 'formally' sleeps only four guests.

As you can imagine, those guests will want for little. From food and drink, to sight and sound, to voyaging under sail to playing with such toys as three rigid-hulled inflatables, a sailing dinghy, water skis, a full complement of scuba equipment, bicycles, sailboards, hydraulic swim and boarding ladders — you name it, they got it.

Skill, vision, ingenuity, innovation — they rarely come together as powerfully as they have in *Juliet*, a yacht in the grandest sense of the word. A yacht to be remembered.



# MANTA MADNESS

Some of Terry Kennedy and Joyce Clinton's dearest friends have been getting murdered in Mexico. The Mexican government says they want the cases solved and the killings stopped, but so far they haven't been successful. Because the



Terry Kennedy doing one of his favorite things underwater; feeding a moray eel.

murders have been taking place at the isolated Revillagigedo Islands — 220 to 400 miles south of Cabo — Terry and Joyce think cruisers might actually be the best deterrent to future bloodshed.

Fifty-one-year-old Terry Kennedy, a former Hell's Angel from Redwood City, took off for the Sea of Cortez in 1981 aboard *Erotica* and has been living and diving there ever since. Having done nearly 1,000 dives a year — hard to believe but true — for more than a decade, he probably knows more about what's under the surface of the Sea of Cortez than anyone.

Joyce Clinton, also 51, left Northern California to cruise in the late '70s aboard a Golden Hinde 31. That boat — and several of her cruising friends — were lost at Fiji's Astrolabe Reef when hurricane *Meli* howled through with winds up to 150-knots. "It was like sticking your head into a jet engine," she remembers. "I still get the heebee jeebees when the wind starts blowing over 35 knots." Stranded on an uninhabited island for a few days with just food and water, she nonetheless managed to survive.

In 1979 Clinton purchased *Galadriel*, a Brown 40 trimaran and resumed cruising. She visited the Sea of Cortez, Tahiti, the Marquesas, Hawaii, San Francisco, the Sea of Cortez again, Panama, the San Blas Islands and finally sailed back up to Puerto Escondido in the Sea of Cortez. It was there

that Clinton and Kennedy — which sounds like the dream ticket of Democratic progressives — became a couple.

Having dived scores of times almost everywhere in the Sea of Cortez, in 1991 Terry and Joyce decided to visit the Revillagigedo islands — specifically Isla Socorro and Isla Benedicto. Because the islands are a long way from anywhere and offer no decent anchorages, sea life abounds.

The couple dove on those islands for three months that year, — and returned again for similar stays in '92 and '94. The only reason they didn't go in '93 is because the Mexican government declared the islands off limits to all but scientists after a series of underwater eruptions. "The volcanic activity sent boulders the size of VWs sizzling to the surface," says Joyce. "Areas that were formerly 1,750 feet beneath the surface, are now just 1,500 feet down."

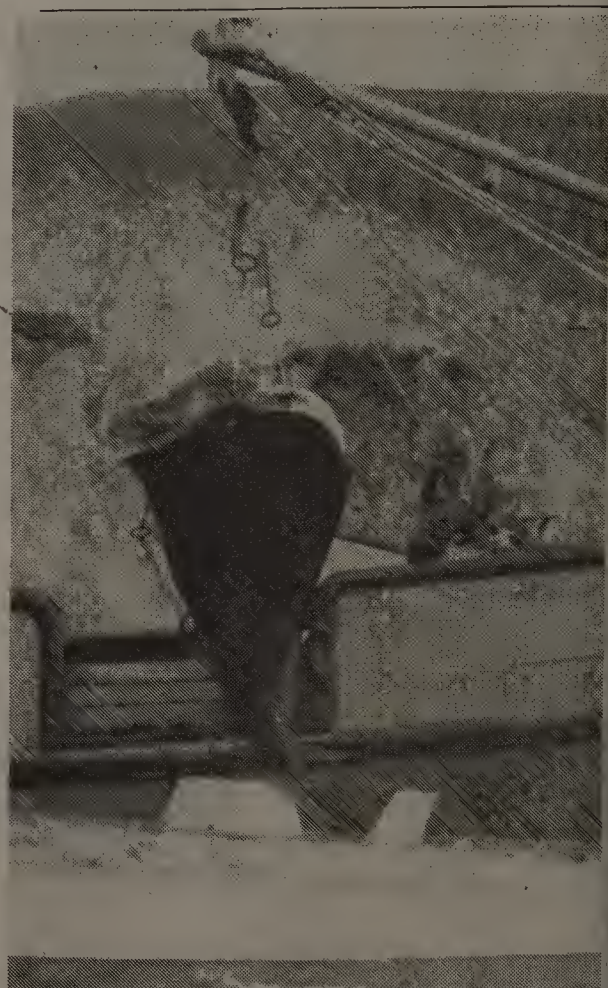
Because the Revillagigedos are so remote, inhospitable and uninhabited, their appeal is limited to the most ardent divers and fishermen. "If you're a sailor but not a diver," insists Terry, "you're not going to like it out there." But for those sailors who dive, the attractions are plentiful.

"You can't believe the number of moray eels," says Joyce. "Terry brings them fish to eat, and they come right out of their holes. The only thing I don't like," she laughs, "is that they like to hang out between your legs. It still makes me a little uncomfortable."

It's also normal for whales to glide by, although this seems to be a more common occurrence at Socorro than Benedicto. "You can frequently hear them making noises when you're underwater," says Terry. "And sometimes they're attracted if you make noises yourself, such as when you bang on rocks to attract sharks."

Terry was trying to attract sharks one afternoon when a 35-foot humpback whale, with a calf swimming above, slowly passed by. "Her flipper was about 15 feet long and right next to me, so I reached out and touched it ever so lightly," he recalls. "Talk about sensitive, you could almost see the 'electricity' ripple down the length of her huge extremity. I wasn't sure how she was going to react, but she slowly turned around and came back toward me, using her flipper to guide the calf in my direction. It was really extraordinary, because the mother was obviously pointing me out to the calf. Then they swam away."

Porpoises also make regular appearances at the Revillagigedo Islands. "The best time



JOYCE CLINTON

JOYCE CLINTON



we ever had with porpoises," says Joyce, "is when a bunch of them cavorted with us for about 15 minutes. They did all kinds of acrobatics; it was as though they were auditioning for Sea World."

The islands are also a popular breeding ground for a large number and variety of sharks. Terry and Joyce have recorded hours of professional quality video of themselves

*Below; Kennedy riding one of his beloved manta rays. At left; shortsighted Mexican fishermen kill a giant manta for bait.*

swimming at the islands, and some of the most interesting scenes are of them among large groups of 12 to 14-foot hammerhead sharks. Although hammerheads are generally considered to be quite dangerous, Terry and Joyce scoff that it's nothing but an old wives' tale.

"I'm perfectly relaxed swimming with a big school of large hammerheads," says Joyce. "It's true they like to sneak up behind you, but as soon as you make eye contact, they dart off. The eye contact really seems to

bother them."

Silver tip reef sharks are considered aggressive, and dusky sharks even more so. But most threatening are the big tiger sharks. "Once Joyce was filming me and this 14-foot tiger shark swam up alongside me," says Terry. "I did what I always do to get sharks to move along: I made a loud noise. Almost all sharks react by darting off — but not this one. He slowed to a stop and looked me right in the eye. There was no bluffing him. He was big, and I could tell he wasn't afraid because part of his dorsal fin had been torn off in a fight. So I just kind of backed off."

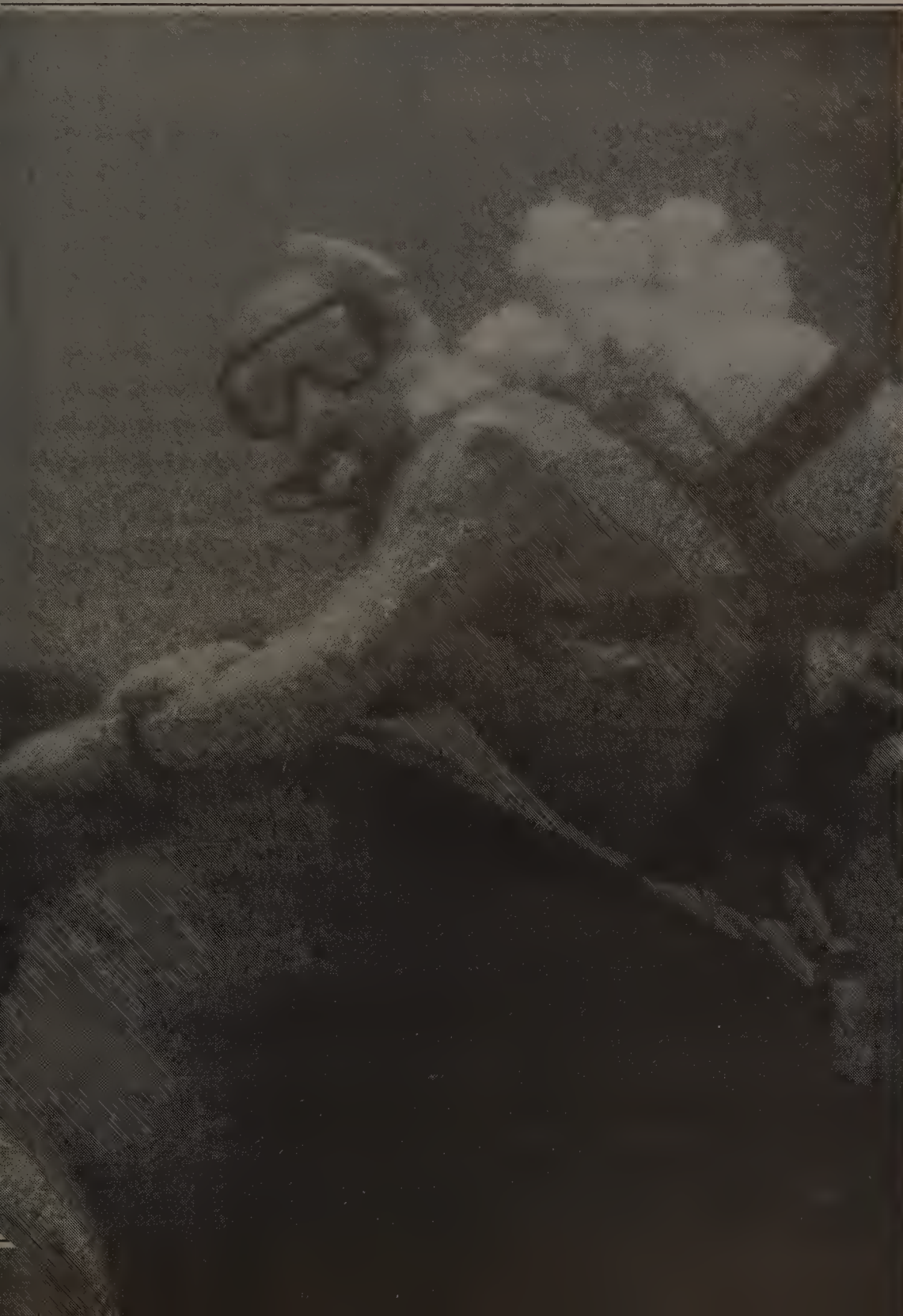
"Lots of people are overly afraid of sharks," explains Terry. "While you have to respect them, they're like dogs in that they give you advance notice of aggressive behavior. When they prepare to attack, for example, they'll shake their entire bodies, and rather than swimming smoothly, they'll dart back and forth. In addition, they'll let their pectoral fins drop straight down, arch their backs, and sometimes do a movement that's similar to a marlin's 'tail walk'. When you notice body language like this, it's time to back off — even if it's a relatively docile hammerhead."

Joyce recalls one afternoon that the couple was diving and a school of big hammerheads swam by. As they did, one of the small ones veered off from the school to investigate Terry and Joyce. "As the little one got close to us, we could tell the mother didn't like it at all," says Terry. "She dropped her pectoral fin, arched her back and started displaying the other warning signs of an imminent attack. Thankfully, the little guy turned back to rejoin the school, for as soon as he did, the big mother resumed normal behavior."

While the variety of sea life at the Revillagigedos is what first attracted Terry and Joyce to the islands, there's one specific specie that keeps them coming back each spring: the magnificent Pacific manta ray. These giant baleen mammals can have a wing span of over 20 feet and weigh as much as 2,500 pounds. Although still referred to as the 'devilfish' in some parts of the world, the Pacific manta ray is well-known as a gentle creature.

Terry and Joyce weren't the first to ride the giant manta rays at Isla Benedicto, but they may well have ridden them more — in excess of 50 times — than anyone else. As you might expect, there's a technique in getting a manta ray to let it take you for a ride.

"The manta ray is a naturally curious animal," says Terry, "so if you treat them properly, there isn't much trouble to hitching a ride. I always start by rubbing their belly.



JOYCE CLINTON



# MANTA MADNESS

When I do that for the first time, they immediately bolt. But after a while, they'll come back for more. Usually it takes about three or four hand contacts over a period of 15 minutes before they relax enough for greater contact. Once they've gotten comfortable with your presence, you swim above and behind them, and let them gently tow you. Once they realize you're on, they'll put up with it. After a while, they want more!"

**S**PCA members will be relieved to learn that riding a manta is not possible without the full cooperation of the animal. Joyce laughs at the thought and says, "A ray could flip you off with an instantaneous flick of its wing. There would be no way you could stay on if they didn't want you to."

"They're very powerful animals," agrees Terry. "If they didn't want you riding them, they'd do a 360° or one little flip, and you'd be off." But that never seems to be a problem, as the rays clearly enjoy playing with humans — especially ones they've gotten to know. Indeed, Terry and Joyce have seen rays tow as many as three people at one time.

And on Terry's part, at least, there is a reciprocation of favors. "I like to clean the sea lice — which are the size of a grain of sand but oblong — from the ray's billiard ball-sized eyeballs," says Terry. "The lice hang around the ray's eyes and for some reason walk across them. I can tell that the rays really like it when I clean the lice off."

The main hazard in riding a manta ray is that you'll get 'slimed'. "Rays have rough skin like a shark," explains Terry. "It's sort of like velcro, and you can get a good raspberry if

*Kennedy underwater at Isla Benedicto, where he has created a small shrine to the giant manta rays and those who have ridden them.*

you're not wearing a wetsuit. But it also fluffs off very easily, and you get a black slime the consistency of charcoal all over your wetsuit, elbows and everything else."

One of the few people studying Pacific manta rays in detail is Bob Ruben of Santa Rosa. When he heard about Terry and Joyce's hours of excellent video, he contacted them and was given copies of the tapes for research purposes. Working with some of his students, Ruben was able to identify, through distinctive markings, about 20 individual rays.

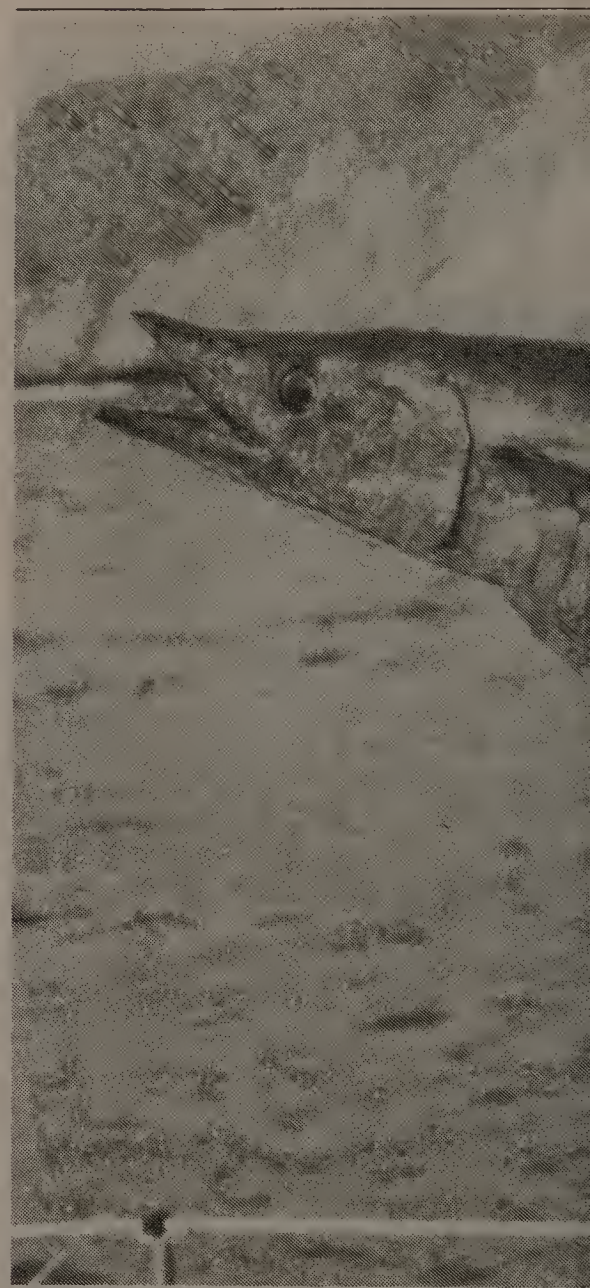
Based on what Terry and Joyce have observed, the rays swim around the Revillagigedos rather than stay in one place. So they only show up periodically. Nonetheless, they come around often enough so that Terry and Joyce have named several of those that they've seen and ridden most frequently. Among them are Rosie, Tippy - she lost part of a wing - Desiray, and Terry's all-time favorite, Willywow.

"Willywow is my one-ton puppy," says Terry with a childlike enthusiasm seldom seen in 51-year-old former bikers. The affection seems to be mutual, as Willywow has been known to slap a wing against *Galadriel's* hull when he wants Terry to come in and play with him. "Willywow has taken me as deep as 135 feet," says Terry, "but then he always drops me off right back off at the boat!"

Not the jealous type, Terry delights in having other folks ride his favorite manta ray. In fact, he made a little underwater shrine to the mantas that includes the names of all the people he knows who have ridden the gentle giants. They include Don, 69, and Statia of the San Francisco-based *Brown 37 Hagar*; Ralph, 72, and Dawn of a *Horstmann 45* (who after 17 years in the Sea of Cortez have moved on to Easter Island); Dave and Jan of the monohull *Zingara*; Dave of the 40-ft *Orea*; and the crews of the monohulls *Naiad* and *Fair Rover*. Multihull sailors have ridden the rays the most, because the anchorages at Benedicto are too rolly for most monohull sailors to endure for more than a day or two.

**G**iven Terry and Joyce's relationship with the manta rays in general and Willywow in particular, you can imagine just how much they looked forward to seeing their friends when they returned to Benedicto in February of this year. But when they arrived, far more days than normal went by without the sight of Willywow and most of their other winged friends.

At dawn on February 14, Valentine's Day,



Terry and Joyce awoke to a horrifying sight: the *Unicap III*, a Mexican fishing boat, was pulling up their nets with two manta rays Terry and Joyce had ridden the day before trapped in them! They rays were all torn up from having tried to escape.

Because of the damage that had been done to the nets by the struggling rays, the crew of the fishing boat had decided it would be easiest if they simply cut the net loose and abandoned it. So it was that thousands of feet of thin monofilament net — with the rays still trapped in it — were dropped on the reef below. As it descended to the bottom, it needlessly and indiscriminately killed virtually everything in its path.

And when the fishermen on the Mexican vessel pulled in their long lines, there were nothing but reef sharks on them. In the case of a few of the larger sharks, they cut the fins off for soup. But for the most part, the lines were cut off just above the hooks and the sharks thrown back in the water — at which point they sank to the bottom.

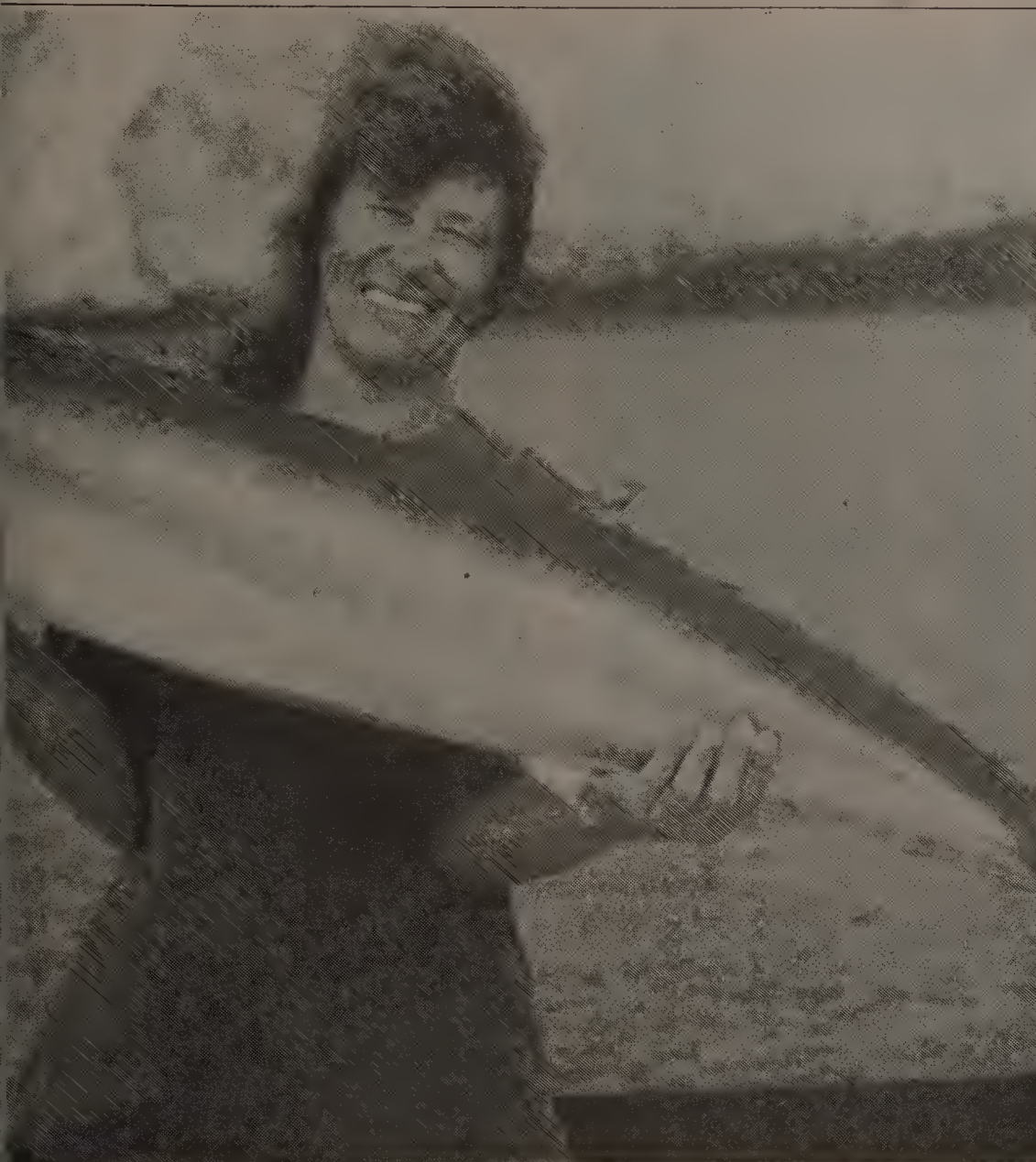
When Terry and Joyce later dove on the reef, they found it littered with dozens of



JOYCE CLINTON



TERRY KENNEDY



**Wahoo! Joyce Clinton holds up an 82-inch beauty. Overfishing can threaten the survival of these beautiful — and tasty — creatures.**

dead sharks, several rays and hundreds of other fish. So many fish killed, and not one useable fish had been harvested.

While all this was going on, a second Mexican fishing boat, the *Mero VII*, harpooned a manta ray as it swam past. Twenty-one feet wide and weighing an estimated 2,000 pounds, the ray was gaffed out of the water. Although still very much alive, the crew of the fishing boat proceeded to hack at the ray's wings with axes. After they'd cut the wings off, they dumped the carcass back into the ocean.

Terry says the meat of small rays is caught and sold in markets as 'junk seafood'. But the magnificent creature they witnessed being slaughtered would meet an even more ignominious fate: it would be used as bait.

Terry and Joyce were at once both grief-stricken and furious, for not only had their manta friends been killed for no good reason, but killed illegally. Commerical fishing within two miles of the four

Revillagigedo Islands is strictly prohibited, and both Mexican fishing boats had been within a couple of hundred yards of shore. Even more infuriating, there was a Mexican naval vessel nearby that wasn't doing anything to prevent the illegal activity.

Terry and Joyce went over to yell at the fisherman and asked them what the hell they were doing. They replied that they were killing the rays to keep them from wrecking their nets. Although Terry and Joyce angrily reminded them that what they were doing was illegal, it was already too late for the rays. While they were inclined to perhaps do more, *gringos* telling Mexican fishermen what fish they should catch in Mexican waters is probably not the healthiest thing to do.

Things haven't always been so discouraging at the Revillagigedos. Back in 1992, a Commandante Mendoza was in charge, and he administered the islands with intelligence and warmth. He was known for assisting cruisers with water and diesel, and would even provide a jeep and guide to help cruisers reach the spectacular summit of

Socorro. "Although Mendoza certainly didn't do us any favor the time he let a Mexican marathon runner act as our guide," jokes Terry.

Back in 1992, there had been a similar incident in which a net had been dropped from a fishing boat onto a reef, threatening or killing much of the sea life at that habitat. Terry radioed Mendoza, who called the Mexican admiralty office in Manzanillo. They sent out the naval vessel *Vallarta*, which took Terry and Joyce aboard, and gave them quarters in an officer's cabin. For several days the two Americans dove with Mexican navy divers to clear the killing nets from the bottom.

But this was 1994; Mendoza had died and the islands were under different jurisdiction. Terry and Joyce could expect no help from the authorities. But as they were arguing with the fishermen, a San Diego-based charter fishing boat appeared, and her master, a Capt. Ron, inquired about what

was going on. When told, Capt. Ron became furious. Learning that Terry and Joyce had videotaped the offense, he offered to take the evidence to the mainland and raise hell.

We don't know the exact path the video took, but copies soon reached Mike McGettigan, 54, of the 77-ft fishing boat *Ambar III*, who has been fishing and diving in Mexico for more than 15 years; John Rife, who ran a dive boat out of La Paz until there weren't enough fish left to make it worthwhile; the Governor of Baja California Sur; and various *jefes* in La Paz and Cabo San Lucas.

In a matter of days, another copy found its way to Televisa, one of the biggest television networks in the world, with affiliates in most Latin and Spanish countries. Televisa and Guillermo Ortega, a leading anchorman in Mexico, used Terry and Joyce's footage in a deviously effective manner.

First, they broadcast a group of young school children watching the video of Terry and Joyce frolicking with the manta rays. As you might imagine, the kids were delighted



# MANTA MADNESS

and enthralled. Then in an typically abrupt Mexican fashion, they showed the same school children watching the manta rays struggling in the nets, being harpooned, and being hacked up with axes. The sight of blood spurting from the friendly animals left the kids screaming and crying — all on national television. In less than a week, the dramatic footage had been broadcast in seven other Spanish-speaking countries; in the next month, it had been shown in 13 countries.

In a matter of days, there was dramatic action. Miguel Sanchez Navarro and Mauricio Ruiz Galindo, heads of Mexico's Department of Fisheries, had put the manta rays on the protected list. Anyone who intentionally kills a manta ray is now subject to a \$10,000 per ray fine. In addition, commercial fishing is now prohibited within 12 miles of the Revillagigedo Islands.

While Terry and Joyce appreciate the changes in law and attitude, they despair because they realize the Mexican government doesn't have the resources to enforce the new laws. Subsequent to the first

incident and manta rays being put on the protected list, Mike of *Ambar III* produced video of three more rays being taken at the islands — and within two miles of shore.

**T**he only good news for Terry and Joyce was that Willywow showed up a few days after the 'St. Valentine's Day Massacre'. Both Terry and Joyce were overcome by tears when they realized their good friend hadn't been one of the victims. While they rode and frolicked with Willywow several times, it wasn't quite the same, knowing that once they left they might not ever see him again.

When Terry returned to his Puerto Escondido base in the Sea of Cortez, it was with a new sense of purpose. He'd been aware of how the Sea of Cortez had been overfished and misused to the brink of destruction, but it took seeing what fishermen were doing to the gentle manta

rays at the Revillagigedos to spur him into action. Along with Mike of *Ambar*, they formed Sea Watch, which is "Dedicated to a Healthy Sea of Cortez", and also preserving the manta rays.

Terry tried to enlist the help of Greenpeace, but quickly became discouraged. "When I called them up, a guy rudely answered the phone and told me, 'The guy in charge of that stuff is gone for a month'. Then he slammed down the phone."

To date, Sea Watch was almost totally funded by Mike McGettigan, who is as much on a mission as Terry. Mike is furious at what's happened to the Sea of Cortez, and wants to bolster public sentiment in Mexico and the United States to do something about it while it's still possible.

To explain the mismanagement of the Sea of Cortez, McGettigan notes that despite being warned against it, Mexican fishermen were taking 1 billion pounds of sardines a year from a 150 by 80-mile area of the Sea of Cortez. In so doing, they destroyed one of the most basic levels of the Sea's food chain. Idiotically, 85% of the sardines were used for chickenfeed.

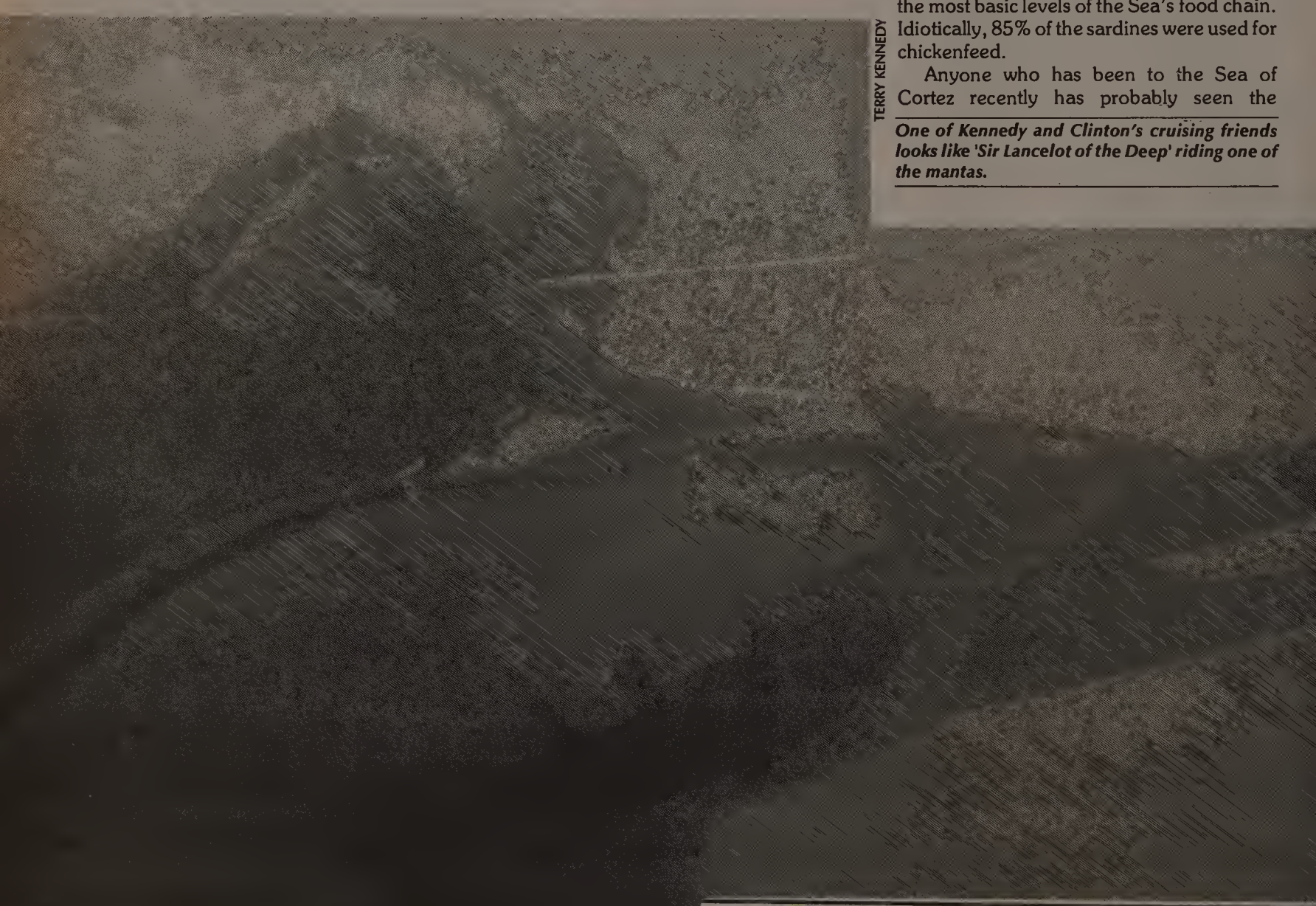
Anyone who has been to the Sea of Cortez recently has probably seen the

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*One of Kennedy and Clinton's cruising friends looks like 'Sir Lancelot of the Deep' riding one of the mantas.*

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TERRY KENNEDY





literally hundreds of shrimp boats rusting away in port. The overharvesting became so severe at one point that shrimpers were catching 100 pounds of 'incidental fish' for each pound of shrimp! The situation is that serious or worse for many species in the Sea. Giant manta rays, for example, used to be a common sight in the Sea of Cortez. Now they haven't been seen in years.

**E**xactly what's happened at the Revillagigedo Islands since the St. Valentine's Day Massacre is not clear. Because they are in the midst of perhaps the most active summer hurricane alley in the world — Commandante Mendoza had his satellite antenna placed in a concrete bunker to protect it from winds up to 180 mph — nobody has been out there to monitor the situation.

We do know that the 33 members of a Mexican marina owners association, led by Enrique of the Cabo Isle Marina in Cabo, has been meeting with the Department of Tourism to try to bolster government efforts to protect the giant manta rays and the Sea of Cortez in general. They know that a dead manta ray might bring \$100 at the market, but a live one in it's native habitat might bring in million of eco-tourist dollars each year.

We also know that Mike McGettigan spent much of the summer conducting a second *Report On The Health Of The Sea of Cortez*. He's attempting to document the effect of up to 21,000 gill nets being set out each night in the Sea of Cortez.

Latitude's charterboat *Big O* will be arriving in Mexico in mid-November to get an update on the situation in the Sea of Cortez and with Sea Watch. A few days later, the boat and a group of divers will sail for the Revillagigedo Islands, to check the situation out there, and hopefully to ride with the manta rays. Naturally, we'll be bringing cameras and video equipment.

**I**f you want to be politically and culturally correct, you can make the point that giant manta rays are just like any other fish or animal, and that they are no more deserving of protection than a rock cod or a pig. But the hell with being politically correct. The truth is that life is not fair, that things are not equal, and that there is value in things that are — gasp! — beautiful and friendly. Just because they eat dogs and cats and horses in other cultures doesn't mean we have to eat our pets and animal friends — the giant manta ray included.

TERRY KENNEDY



What can you do to help? If you're sailing to Mexico, you can gently but forcefully let the Department of Tourism — and all other government agencies — know that you support protecting the manta rays and the revitalization of the Sea of Cortez. And if you're going to the Revillagigedo Islands, bring along your still and video cameras. As Terry Kennedy notes, "one picture can be worth a thousand words, and a chilling video can be worth a million." If you observe a violation taking place, remember to document the name of the vessel, the date and the time.

If you're not going to the Sea of Cortez or offshore islands this year, but have in the

*The few anchorages there are at the volcanic Revillagigedo Islands tend to be very rolly and are most suited for multihulls.*

world-famous giant Pacific mantas has appalled all of Mexico and also helped focus attention on the destruction of the Sea of Cortez. The manta had become legendary for their fondness for humans and had given thousands of divers the thrill of a lifetime by allowing them to ride on their backs for hours on end. Their wanton destruction has put many Mexicans in the frame of mind to force changes in the government regulation of their greatest natural resource — the Sea of Cortez and its surrounding waters.

"The window of opportunity is wide open as the world reacts to the slaughter of the giant mantas. The good news is that because of the confined nature of the Sea of Cortez, as well as its amazing ability to reproduce primary (plankton) food, the Sea of Cortez can make a comeback by just removing the nets and managing the fishery. Fortunately, the Mexican government and many of the fishermen are aware that one of their most precious resources is on the brink of disaster.

"There has never been a better time to save the Sea. It is in such poor shape now that most of the fisheries have reached the state of commercial collapse, and the people involved are willing to listen. Over 50% of the shrimp fleet is sitting idle because of overfishing. Over 75% of the sardine reduction operations are closed down because the sardines have been overfished. The panga fisherman catch little to nothing in their nets due to overfishing. Even the once prodigious shark fishery in the Midriff Islands is off 50% from just a year ago."

If you're headed to Mexico this year, you can add purpose to your pleasure by doing whatever you can to help saving the lives of Terry and Joyce's magnificent friends. They're well worth saving.

— latitude 38



past or plan to in the future, you might want to join Sea Watch. For \$75 you can become a Sea Watch Member; for \$200 you can become a Sea Watch Founding Member and get a copy of the Mexico's Troubled Waters video series, which includes *The Plight of the Giant Manta*. Write Sea Watch, N. Suttle Road, Slip 12, Portland, Oregon 97217; or call/fax (503) 285-3673.

**A**mong all this depressing news, there are rays of hope. We'll let Mike McGettigan put it all in perspective:

"The senseless killing this spring of several



# SEASON CHAMPIONS, PART I:



**I**t's showtime! There are some things in life you know you can count on — such as the World Series, professional hockey and *Latitude's* annual three-part tribute to the season sailing champions. In the following pages you'll meet the winners of the Handicap Divisions Association (HDA), the International Measurement System (IMS) and J/35s. But first, let's see what's new with these three different organizations.

"We're alive and well, and actually doing just fine," claimed HDA president Mike Mannix. The handicap divisions had their best turnout since the mid-'80s — 111 boats entered the 12-race/2 throwout series, though only 54 qualified by doing more than half of the races. If anything, HDA is getting progressively stronger each year: after

bottoming out in 1991 with only 71 entries, the fleet grew to 87 boats in '92, then 92 boats in '93, up to its present lofty level. The jump-up in entries this summer came from two sources: multihulls (HDA-F) accounted for 12 entries in their inaugural season, and 10 more boats than last year signed up for the two big-boat classes, 'H' and 'J'. "We're starting to get refugees from IMS," noted Mike.

HDA continues to offer good racing under the PHRF rule for production boats that have lost their one design status and custom boats that have outlived the rule they were designed to beat. Next year, look for Division H, the big boats, to be split in half — which will make for tighter rating bands and hopefully better racing. The multihulls will

move to the back of the starting order ("They didn't like going first because the pre-start maneuvers with 50-some monohulls milling around was too dangerous," noted Mannix), and there is also talk of a new 'sport boat' division. Call Mannix at (510) 530-4539 if you're interested in joining the fun next year.

While all the trends in HDA are positive, we unfortunately can't say the same about the IMS organization. It's perhaps premature to write this group's obituary — but that day may not be too far away. While the ever-changing rule has caught on back East and internationally, it hasn't really made any inroads locally since its introduction in 1987. "Frankly, I doubt IMS will flourish here until people start building boats to the rule," said naval architect Carl Schumacher.



## HDA, IMS, J/35



"The party's over for IMS-II," claimed former IMS stalwart Bartz Schneider, owner of *Expeditious*. "The latest version of the rule screwed everyone but Farr boats, so there's basically no incentive to go out. None of the five active boats are planning to race next year except *Petard*, and Keith will be gone half the summer anyway."

The big boat division of IMS is in a little better shape, which isn't saying much. With the unfortunately permanent loss of Bob Klein (*Leading Lady*), the defection of *Jack-rabbit* and others back to HDA, and the potential sale of *Bullseye*, there isn't much left of IMS-I. "Beating *Bullseye* is basically impossible anyway," said a disgruntled competitor. "And Garvie's new boat should be even faster." Of course, IMS will continue on

*Thanks to one of the best PHRF systems in the country, HDA racing is surprisingly healthy.*

the grand prix level — such as the Big Boat Series and perhaps the occasional Stone Cup — but we frankly can't see how it can keep stumbling along in its present incarnation. Lately, IMS-I has begun scoring their races simultaneously under PHRF (the so-called 'California 40' class) — a telling sign, to be sure. Call Colin Case at 441-0197 to hear the full story.

The J/35 class, which operates outside the auspices of YRA, also was on the decline this summer — but that situation may turn around soon. "There was a normal let-down after the Nationals," explained fleet president John Niesley (*Slithergadee*). "People were

burned out, and a lot of boats were sold to Seattle/Vancouver. We're in a rebuilding mode at the moment." With at least one new boat (*Icebreaker* has been sold locally) and the a few dormant ones (e.g., *Kiri*) poised to begin campaigning again, there should be about 10 J/35s back on the line next summer. "We're trying to come up with ways to bring the costs down, such as possibly eliminating #2s," noted Niesley, who can be reached at 916-791-0820.

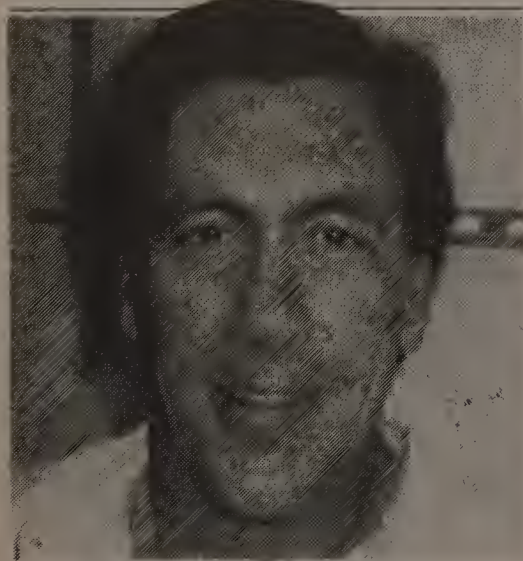
Enough background — let's get on with the show! Congratulations to everyone — skippers and crew — whose names appear in the following pages.

— latitude/rkm



# SEASON CHAMPIONS, PART I:

HDA — F  
F-27  
*Pegasus*



**Andrew Pitcairn**  
Encinal YC

Timing is everything. Andrew Pitcairn, a transplanted Brit who is the international sales manager for Palo Alto's ETAK Corp., chose an opportune time to win his first and only HDA-F race. "We were third overall going into the last race, and had to beat *Indigo* and *Triptych*, as well as put a boat between us and *Triptych*. Somehow, that's exactly what we did!" explained Andrew.

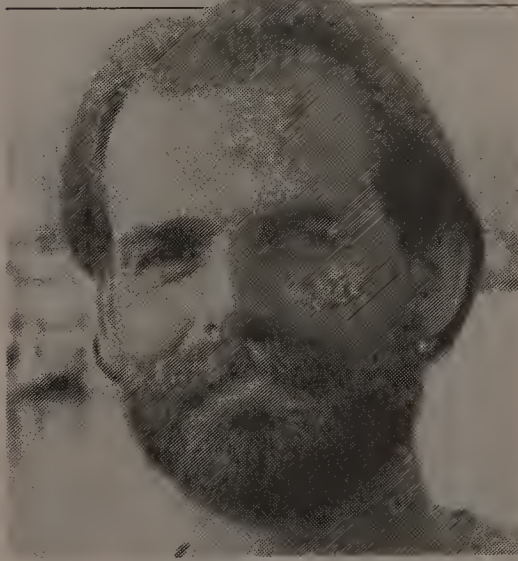
The inaugural HDA-F season consisted of only six races (instead of the full compliment of twelve), but the multihullers had so much fun that the schedule is bound to be expanded next year. Andrew was in Europe for two of the races, but Don Martin (owner of the Olson 30 *WYSIWYG*) subbed for him and kept the season alive. In addition to Martin, Andrew's regular crew was wife Alex, and occasionally his two kids, 11-year-old Mark and 13-year-old Emma.

"The F-27 is stable and forgiving, a perfect boat for our family," said Pitcairn, sounding like the yacht broker he in fact used to be. "It's also perfect for short-handing, and at only 2,500 pounds, can be folded up and easily trailered anywhere. There are now 30 F-27s in Northern California — if only they'd all come race at once!"

Pitcairn likes F-27s so much, he's owned two of them — his first one was in partnership with dealer Gary Helms. Previously he owned the Kiwi mini-tonner *Zoom*. "I'll definitely be back next year to defend the title," he claimed. "It's really a nice group to sail against. There's no yelling or protests."

2) *Triptych*, F-27, Ken Kinoshita, SCC; 3) *Indigo*, Dragonfly, Mike Taylor, SFYC. (12 ent.; 5 qualified)

HDA — H  
Hobie 33  
*My Rubber Ducky*



**Lee Garami**  
Tiburon YC

"I had no idea how cool Hobie 33s were when we bought *Rubber Ducky* four years ago," claimed Lee Garami, whose only previous boat was an O'Day 222. "It's fast, versatile, relatively cheap to campaign — and sooo much fun to sail. I love this boat!"

After being second in HDA-H the last two years, things finally clicked in '94 for the *Ducky* program. "Thanks to Tim Parsons at North Sails, we're finally going fast upwind," explained Lee. "Because of our narrow beam, we've learned that it's best to sail with a small crew and non-overlapping jibs." Another key to success was a regular crew, which this summer included Howard Elfant, Ken Allison, Peter McNally, Nancy Potter, Randy Griffin, John O'Neill and alternates Robin Steinbach and Amy Voytovitch.

"The PHRF system really works," commented Lee. "In 8 of the 12 races, the top two finishers were separated by less than 30 seconds! On corrected time, it was always really close between *Dolphin Dance* and us."

Garami, a mechanical engineer at the Stanford Linear Accelerator, keeps *Ducky* in perpetual motion — we can't think of anyone who enjoys sailing more, or who uses his boat more. A true 'road warrior', Lee also races on the Lake Circuit, coastal races, shorthanded races, and has even raced and cruised in the Northwest and Canada. Next summer, Garami will give the competition a break — he's taking a two-month sabbatical to cruise *Rubber Ducky* around Desolation Sound with his family.

2) *Dolphin Dance*, SC 50, Dave Sallows, EYC; 3) *Jubilant*, J/40, H.Smith, SFYC. (25 ent.; 9 qual.)

HDA — J  
Catalina 36  
*Fast Forward*



**Jim Aton**  
Benicia YC

For the last seven years, Jim Aton has been happily commuting 'down Bay' from Benicia almost every weekend to race. He's won four season titles in that time (two with his Catalina 30 *North Mist*, two with his present boat). "This was the most rewarding one yet," claimed Jim, a supervisor at Exxon. "We had to work really hard to win. There are some really good sailors in HDA-J, and it's a much friendlier group than 'K'!"

*Fast Forward* won 'K' last year fairly easily, but slipped down a division into 'J' this summer when her rating tumbled from 150 to 138. Despite the rating hit, Aton was on pace to win the first half when *Fast Forward* was 'Harpooned' by a Catalina 38 on part tack in race six, spinning the boat 180°, knocking the steering out and leaving a gaping hole in the port aft quarter. *Fast Forward* was hurriedly repaired — in fact, Aton came in second in the Encinal/Santa Barbara Race the following weekend!

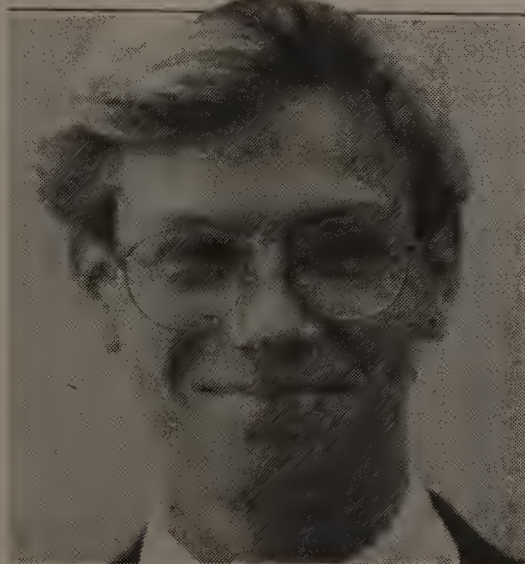
Jim and his long-time crew (Deanna Aton, Darwin Richey, Lane Landry, Dave 'Huck' Tomason, Scott Parker, Aileen Bornstein, Chuck Scanolyn, Dave Perry, Jim Corburn and Dave Jones) didn't win the second half of HDA, either — but sailed consistently to win 'J' overall by 8 points. "Fortunately, it was a fairly windy season," said Aton. "We do best in a breeze."

*Fast Forward* is now retired from active racing and is being converted into a cruising boat. Aton plans to "expand my learning curve" by crewing for other people next year.

2) *Blue Max*, Dehler 34, The Freeland, BYC; 3) *Windchaser*, Eric. 35-3, The Cranors, AYC. (24/14)



**HDA — K**  
**Lapworth 36**  
*Leda II*



**David James**  
**San Francisco YC**

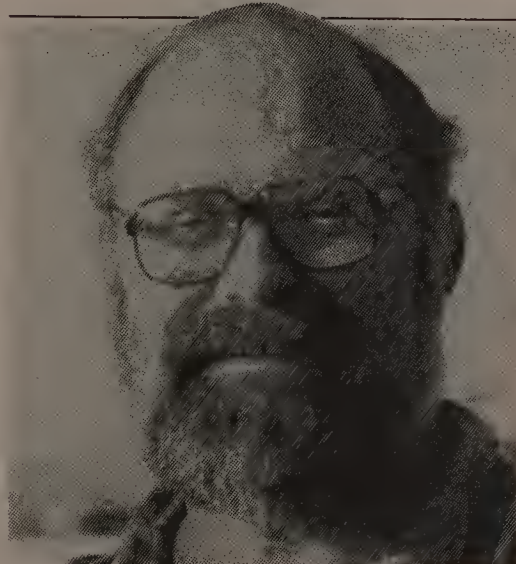
At just 23 years old, David James is perhaps the youngest HDA champion ever. "The boat's older than most of us," joked David, a Sausalito resident in his last year of law school at UC Davis. In fact, with the exception of tactician/mentor Dennis Jordan, who's in his early 50s, the rest of the fun-loving coed crew is under 30: Brent and Amy Wickam, Kristi Moore, Nina Moorhouse, Ellen Wolter, Pamela Becker, Andres Glassow, Leslie Norelli, Heather Flick and Per Caroe.

Built in '65 for David's parents, Leonard and Fritze James, *Leda II* — the 71st and last Lapworth 36 ever made — won the season one design championship in 1968. "These were the hottest boats of their time, the predecessor of the Cal 40," explained David. When the class fell apart in the '70s, the mahogany boat entered her cruising phase, with the family taking many coastal trips. A few years ago, David — a product of the SFYC junior program and the Stanford sailing team, began racing it in HDA. He moved up a few places each year, finally winning this summer by 19.25 points, an astounding margin.

"We were just really organized," said David. "I'd like to thank my great crew and my parents, who've been really supportive of our campaign." *Leda II*, whose rating recently dropped from 162 to 159, also won her class in the Windjammers Race, was second in the Little Lipton, and "stunk" in the Santa Barbara Race. Next year, James is opting for a customized schedule of longer races.

2) **Movin On**, Jean. 30, B. Neal, BenYC; 3) **Esprit Vieux**, Ben. 305, J. Melino, EYC. (15 ent.; 8 qual.)

**HDA - L**  
**Merit 25**  
*Chesapeake*



**Jim Fair**  
**Berkeley YC**

Mountain View chemist Jim Fair seems to have HDA-L pretty well figured out: after sailing his '84 Merit 25 *Chesapeake* to second in '91 and '92, he's won the class for the last two years. "Other than the first serious collision I've ever had, there wasn't anything particularly memorable about this season," confessed Fair. "My life passed before my eyes, and there wasn't anything I could do about it. I really thought *Chesapeake* was going to be converted into a bowsprit for an Islander 30!"

With his two throwouts used early in the season while the boat was being repaired, Fair's back was to the wall — but his consistent record of four bullets and six deuces was once again good enough for the overall win. "It takes a good crew," said Jim. "I'd like to thank Charles Doggett, Justine Falkenburg, Fran and Ray MacDonald, Joan Nygard, Julie Olosa, B.J. Price, Heli Roiha, Teresa Scarpulla, Renee Wilmeth, Johanna Weir, Sue Winslow and John Wright. I hope I didn't leave anybody out!"

After 10 years in *Chesapeake*, his first and only sailboat, Fair is still quite content with his choice. "The next boat I buy will be a big cruising one," he claimed. "When I retire, I plan to cruise around the world. Unfortunately, that day's still a long way off!"

Meanwhile, Jim would like to find some lighter air venues. He'll be back next year to try for a 'three-peat', but admits to being tired of slogging up the Cityfront. "Lately, I enjoy the shorthanded races best," he said.

2) **Current Asset**, Isl. 30 Mk. II, John Bowen, RYC; 3) **Redline**, Merit 25, G. McNutt, IYC. (19/6)

**HDA — M**  
**Davidson 26**  
*Fun*



**Jock MacLean**  
**San Francisco YC**

Jock MacLean, one of the most talented amateur racers on the Bay, has a passion for fixing up boats. Not only does he do it for a living as manager of SF Boatworks, but he does it for fun as well. Currently, Jock owns two boats in addition to his '75 quarter tonner: *Hermana*, a classic 1929 powerboat that he lives aboard in Sausalito; and Bird #10 Grey Goose, his latest project. "I've got a thing about older boats," he admitted.

MacLean has owned *Fun* for four years now, the first two of which were spent in his boatyard. "It was a real mess!" he recalled. "A cat literally had kittens in it, and the inside was completely covered with crap and maggots." After reinforcing the deck, a new paint job, a complete re-rigging and one new sail (the rest are about 15 years old!), Jock finally began campaigning *Fun* last year.

He won the revived Quarter Ton class in '93, before turning his attention to HDA-M this summer. Despite skipping three races, *Fun* proved virtually unbeatable. "*Fun* will actually plane downwind," claimed Jock. "It's a real rush!" The high-and-lowligh of the season was getting port-tacked by a J/30 on the Cityfront in the penultimate race: "In retrospect, it was a win/win deal," joked Jock. "Each boat incurred \$5,000 of damage, and our yard got all the business!"

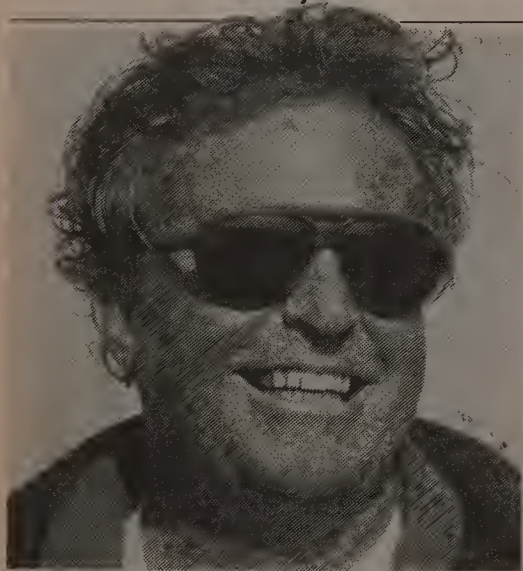
Jock's crew consisted of Jeff Wayne, Sue Reilly, Rhim Fleischman, John Jankeski and his dog Sharpie, a jet-black Schipperke. For personal reasons, MacLean plans to sell *Fun* soon — "Call me if you're interested!"

2) **Hippo**, Smith 24, Bradshaw/Wommack, Cal SC; 3) **Latin Lass**, Cat. 27, B. Chapman, BYC. (16/9)



# SEASON CHAMPIONS, PART I

**IMS — I**  
**Nelson/Marek 43**  
***Bullseye***



**Bob Garvie**  
**St. Francis YC**

There's good news and bad news for the local IMS fleet: *Bullseye II*, Bob Garvie's all-conquering N/M 43, is for sale and will almost certainly be gone soon. The 'bad news' is that *Bullseye III* should arrive next May. Garvie, a medical devices entrepreneur from Incline Village, NV, was purposely vague in discussing the new boat. "It will be smaller, and more suited to West Coast racing."

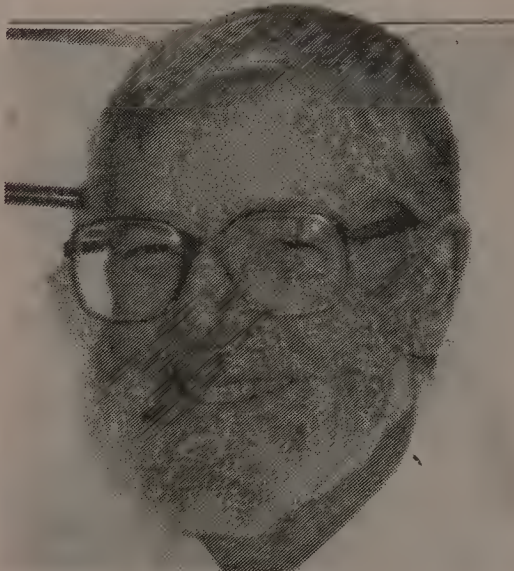
*Bullseye's* '94 season began with a successful Florida road trip: second in class at Key West (despite a controversial PMS), second in class at the SORC, and first overall at Key Biscayne Race Week. *Bullseye* then was trucked back to the Bay, where it went largely undefeated in local racing, including the BBS. Though Garvie and his family spent the summer in the Caribbean on his other boat, the Swan 59 *Odalisque*, he still made most of the races. "My favorite this year was the Doublehanded Farallones," Bob claimed.

Garvie, *Bullseye's* primary driver this year, noted, "IMS works locally — our margins of victory against *Terminator*, *High Risk* and *Phantom* were actually less than when we raced the grand prix guys. There are some great sailors here, not to mention the best racing conditions in the world!"

After devoting the winter to skiing, Garvie plans to sail the Swan in April's BVI Rolex Regatta with some of his 'regulars' (Peter Cameron, Stuart Felker, Dennis George, Ernie Rodriguez and Dee Smith). Alternates this year included Craig Healy, Russ Silvestri, Nick Gibbens and Eric Baumhoff.

2) *Leading Lady*, Peterson 40, Bob Klein, RYC; 3) *Jackrabbit*, I-40, D. Liggett, LGYC. (12 ent.; 4 qual.)

**IMS — II**  
**Farr 36**  
***Petard***



**Keith Buck**  
**Corinthian YC**

Keith Buck, who's been winning races on the Bay since the 1940s, steered his ageless Farr 36 *Petard* to victory in IMS-II for the second season in a row. This year, thanks in part to an unexpected 14-second a mile rating improvement, *Petard* was virtually unbeatable. "The IMS technical committee tinkered with the rule — I didn't do anything to the boat," explained Keith. "I don't know how they came up with it, but I won't turn it down! I hope it doesn't obscure the fact that *Petard* is going faster every year."

Aside from the rating windfall, Buck credits his loyal crew as the key to *Petard's* success this summer. Returning veterans were Andy and Cindy Newell, Chuck Warren, Mark Schieble and Greg McCuen. More recent additions include George Morales, Adam Shalleck and Andy Peasley. "Our crew made very few mistakes this year," noted Buck, an engineer for a Berkeley medical equipment company. "They're continually improving their already considerable skills."

*Petard's* upcoming sailing schedule includes the Corinthian Midwinters, the Big Daddy, the start of the '95 IMS season, and then — drum roll, please — the revived San Francisco-Tahiti Race. As president of the Tahiti Cup YC and chief instigator of the race, Buck is naturally quite pumped up about the upcoming adventure. "I just hope *Petard's* rating doesn't drop in '95," said Keith. "I don't want anyone to think we're dropping out and going to Tahiti just because we're unhappy with our new rating!"

2) *Sweet Okole*, Farr 36, D. Treadway, RYC; 3) *Surefire*, Frers 36, Carter Bros., EYC. (6/5)

**J/35**  
**US 28335**  
***Major Damage***



**Wilson, Wilson & Perkins**  
**St. Francis YC**

"We'd rather sail with family and friends than pros," explained *Major Damage* co-owner Dave Wilson, Jr., a MIS director for a drug company. "We're all competitive people who enjoy doing well, but we also like to have fun." The other two owners — Dave Wilson, Sr. (above), owner of a real estate development company, and Chris Perkins, director of finance for a publishing company — obviously agree. "We have a really happy program," claimed Chris, the primary driver.

Of course, running away with the 9-race (2 throwout) J/35 season didn't hurt the onboard morale. "We won the NOOD, the Big Boat Series, the BMW Regatta, J/Fest and more," related Wilson, Jr. "It was by far our best season yet. Sometimes we'd get so far ahead that Chris would let me steer!"

The partners purchased the boat (ex-*Ukiyo*) three years ago. The two younger guys, who had previously campaigned Dave's SC 27 *Good Timin'*, wanted to move up, and they convinced Dave, Sr. — who still owns the Mason 44 *Pacific Avenue* — to join them. They didn't have to look too far for a talented core crew: brothers Jon and Phil Perkins, Scott Glover (married to Wilson, Jr.'s sister), Sheila Hunter (Chris's girlfriend), Peter Scott and Alan McNab. "Alan did a great job for us as bowman, but he just moved to Hong Kong," noted Chris. "We'll be interviewing in the spring."

Being a good golfer would probably help you get the job. "Our crew would win any golf/sail competition held!" claimed Dave, Jr.

2) *Slithergadee*, John Niesley, StFYC; 3) *Jarlen*, Bob Bloom, SYC. (9 entered; 6 qualified)



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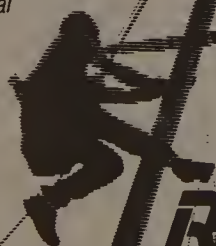
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MAX EBB

My pace slowed as soon as I was low enough on the escalator to see the platform. After my mad dash to get from the office to the station on schedule, I expected to just barely catch my train. But the track was empty, and the platform was packed solid

Where's the incentive to join YRA if you're not doing one of the charter series?

with evening rush-hour commuters. No reason to hurry now. Not much hope of even getting a seat on the next train. I sighed, and let the escalator carry me down to the platform.

There must have been a problem with the transit system. My train hadn't arrived, yet alone left, and the next train, according to the overhead monitor, was four stations up the line. But on the other side of the platform, the inbound train was ready to pull

outbound train far enough upstream to increase the probability of getting a seat. So with no time to consider the possible downside risks, I hurled my body at the train just as the doors started to close. I only got partway through, but of course the doors bounced open again and I managed to get safely inside the car.

"Faith in technology, eh Max?" said an all-to-familiar voice, belonging to a young woman who I thought should be on the other side of the Bay in graduate school.

"Lee," I gasped as I caught my breath. "I never would have recognized you in that business suit."

"Full business drag today," she replied. "I'm like, starting a new gig here in the city for the winter, two days a week."

"What do they have you working on?" I asked, taking a seat next to her as the train lurched forward.

"It's just repair and conversion work. You know, tanker trim and stability calculations, loading manuals, damage stability. Stuff like that. It's brain-dead, but like, it covers school 'til my thesis is done."

"Whatever pays the bills," I said. "It's

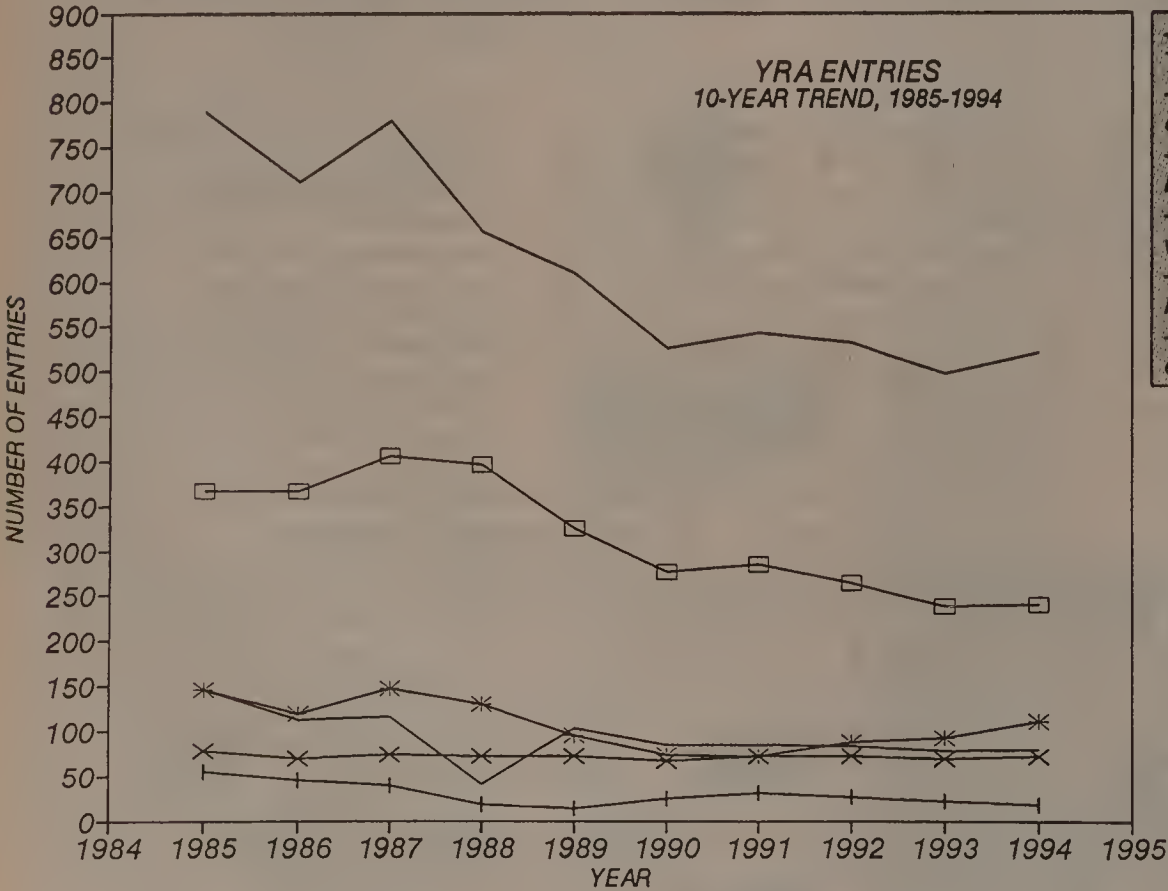
YRA ENTRIES 1994

OCEAN (15.2%)

IOR/IMS (3.5%)

WOODIES (13.8%)

HANDICAP (21.3%)



to summarize her latest progress report.

But before she was finished the train was slowing down for the next stop, and I started to get up.

"One more stop, Max," insisted Lee. "This train gets to Civic Center at 5:35," she

glanced at her watch, "and it's right on time. Our train gets there going the other way at 5:36. Not to worry!"

"But if it's just one minute late. . ."

"Get real! When have these trains ever been early?"

"It could be the previous train, very late," I pointed out.

"A chance we'll have to take," she said.

Two minutes later we were rolling into the Civic Center station, Lee's planned transfer point. The other train, however, was already stopped at the opposite platform, doors open, commuters pouring in.

"Yikes!" exclaimed Lee. "It is early! Get ready to run for it!"

We took positions at the door along with

out, headed in the opposite direction.

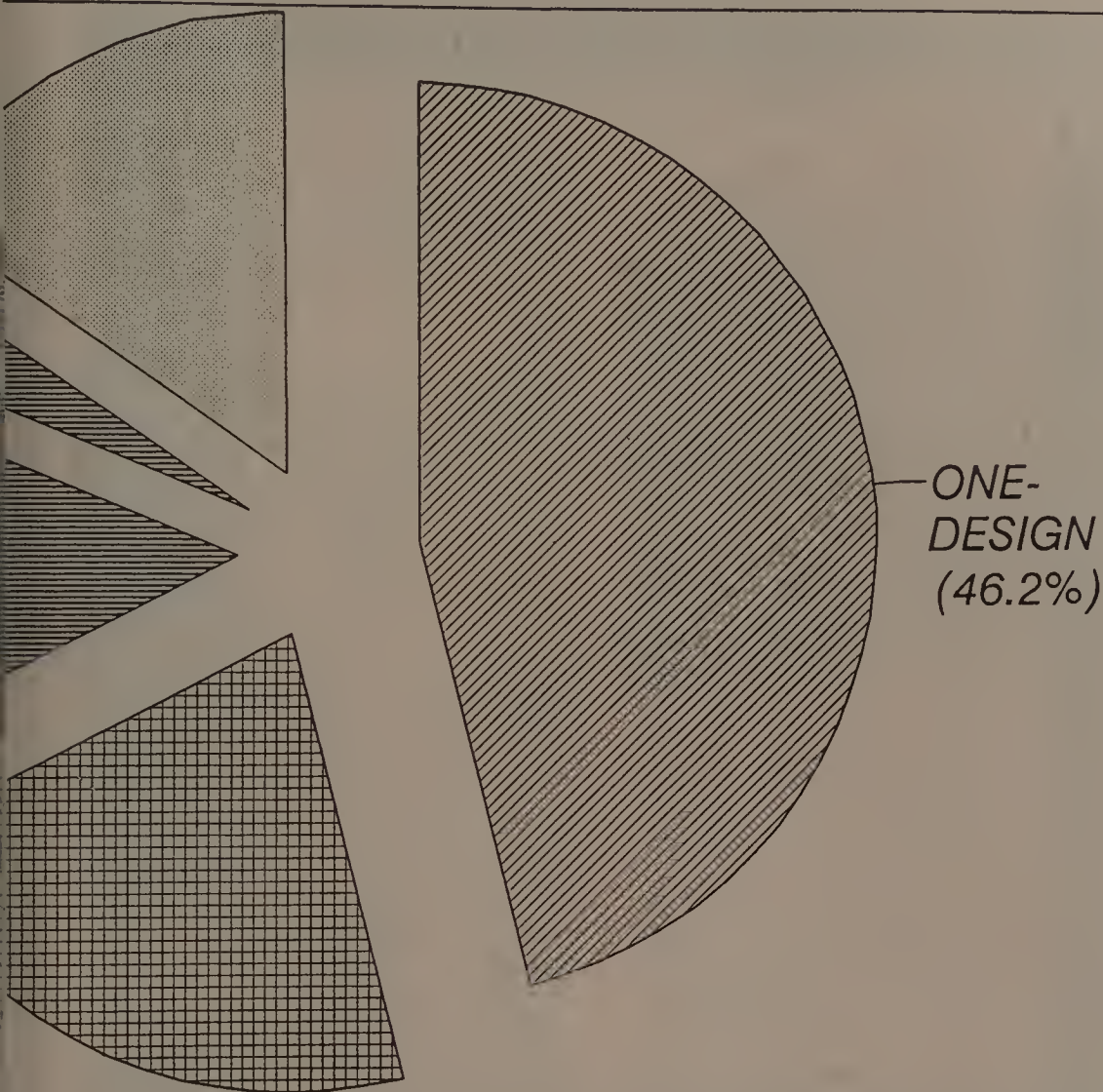
I had an idea. If I could ride the inbound for one or two stops, I could catch that next

about time you finally wrapped up that degree of yours."

"No rush," she answered, and she began



# JOINS THE 'Y'



a few other sprinters who were ready to 'compete' in the same event. It seemed like it took forever for our train to stop, and then an eternity for the doors to open once we were stationary. Finally the doors parted.

"Energize!"

We sprinted across the platform. Once again I was pinched by a subway door, and once again I survived.

"By the way, shouldn't you be on a different train?" I asked after we had fought our way over to the last pair of empty seats on the car. "I thought you lived right near the university."

"For sure, if I was going straight home. Tonight I'm going to the YRA meeting. It looks like it could be an important one."

"Well, what a coincidence, that's where I'm going, too," I said. "How were you going to get from the station to the yacht club? Why don't you ride all the way to my stop, I'll drive you there."

"Okay, sure — I'll take you up on that. Might save a little time over the bus ride."

"So what's happening at this YRA meeting that makes you want to show up?" I

asked. "I thought you had written the YRA management off as a bunch of out-of-touch fuddy-duddies."

"That may still be true, Max, but like, they're proposing some very radical changes

*A weekend  
of lunches  
and a bottom  
cleaning  
costs twice  
that, easy.*

to the YRA rate structure."

"And you're going to tell them that they're all wrong?" I speculated.

"No way! It's the smartest thing they've done in a long time."

"Really? How so? And, what exactly is it they're going to do?"

"They're going to finally separate YRA membership from the YRA Charter Association season entry fees," she explained.

"I heard something about that, but it sounded complicated."

"Here's what's going on: Under the old organizational structure, if a boat owner wanted to race the YRA season they could join YRA, and choose the appropriate charter association. These include Handicap Division Association (HDA), or One Design Classes Association (ODCA), or the woodies (WBRA), or ocean (OYRA). For one design, for example, you write a check to YRA for \$125 in March, and you're in for the season, automatically entered in all 10 or 12 races for your class."

"Right," I said. "That's how it's worked for the last 30 or so years."

"Except, there were problems. The 'season' format is like, losing market share. Entries have been declining steadily over the last ten years."

She fished into her briefcase and pulled out a sheet of paper with a graph on it, representing the various categories of YRA participation over the last decade.

"At the same time," she continued, "the special regattas, Friday night beer can racing, shorthanded races, and all kinds of events with new formats are doing well. YRA summer championship series are attracting a smaller and smaller percentage of the active racers."

"Yes, we've debated the reasons for this before."

"What they've finally decided to do, Max, is to separate the YRA basic membership from the season race format. With the old system, you paid \$125 to race ODCA for the season, or \$135 to race HDA, or \$150 for the ocean series, with special discounts for the 'crossovers' if you entered more than one series. That's all going to be simplified: Now you'll pay \$45 for the YRA membership, and another fee for whichever charter association runs the series you want to race. \$95 for the ODCA or HDA, I think. So if you don't want to do one of the standard YRA seasons, you can still be a member of YRA and just do the specials."

"That's not really a change at all," I said. "We already have an associate membership category. And where's the incentive to join YRA if you're not doing one of the charter association series?"

"The incentive is PHRF certificates. That \$45 will include a certificate. And if the yacht clubs and race organizers cooperate, YRA membership will be required to enter most of the important races. At the very least it will get you a discount in entry fees, like with US Sailing membership. The intent is that any-



one who races in San Francisco Bay — at least beyond the most informal entry-level events — will become a YRA member."

"That represents a big hike in the fees for a new midwinter racer," I pointed out. "As it is now, it's only \$20 for a new PHRF certificate, \$10 for a renewal — and the race committees sometimes don't even ask for it."

"That's going up to \$25 and \$15, and most RCs do check with YRA for certificates these days. I know your club does."

"True, come to think of it. They even made me get one last year. But you're still asking that new racer to spend more money. What do they get for it?"

"First of all, the real low-key entry level races won't be affected. The Friday night races and the less important midwinter races can't be expected to require YRA membership if they want to be as attractive as possible to the total newbie. They usually accept 'sistership' certificates, too. So no, they're not going to up the ante on the primary route into the sport, even if they could. Second of all, it's like, not all that much money. A weekend of lunches and a bottom cleaning costs twice that \$45, easy. And third, YRA does a lot of important stuff for all the racers on the Bay, not just the ones doing the charter association series."

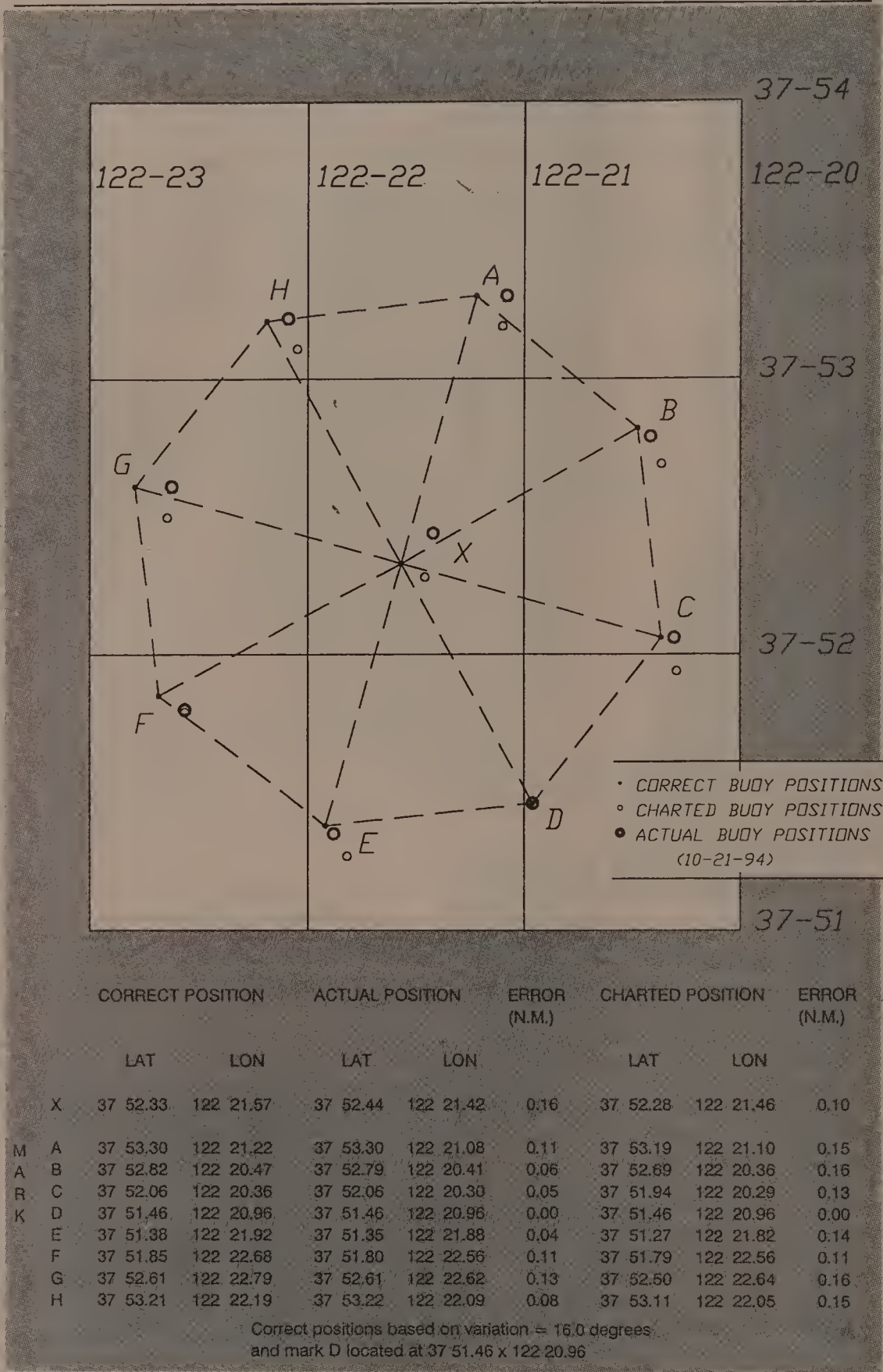
"That's right," I added. "They maintain the racing marks, coordinate the schedules, run the appeals committee, and do a lot of race committee training. YRA is will even lobby on our behalf with the Coast Guard, when necessary."

"Most racers know this," said Lee, "and they're not going to balk at the extra 30 bucks over the straight PHRF renewal because it supports all those good things and gets them on the mailing list, eligible for all the best regattas for a whole year. It even gets their boat listed in the yearbook."

"I see. Well, it might work." I thought about this for a minute. "But one question: will people who join as for \$45 have to be members of a yacht club? Many participants in those special regattas aren't, you know."

"No, and that's one of the important changes. In theory, YRA is an organization of member yacht clubs. In practice, most of YRA's revenue comes from individual memberships, and politically, YRA seems to be run for and by the racers and the fleets much more than the clubs. Sure, the club delegates are supposed to be in control, but that's a cumbersome process."

"I have to agree," I said. "You don't have to attend too many of those delegates' meetings to see how out of touch most of the clubs are with YRA affairs. But will you still need to be a clubmember to race a YRA season? After all, it's the clubs that put on all the



races, it's only fair to require the racers to support the clubs."

"Yes, you'll still need to be a yacht club member to race ODCA or HDA or any of the YRA championship series. No plans to change that."

"Okay, I can live with that. But what about the special events that are already part of the YRA season — Vallejo and Second Season Opener? Right now you can do a

one-time entry for, what is it, \$55?"

"I think the plan is to require YRA membership, plus a smaller one-time entry fee."

"So if the one-time entry fee is \$25, for example, then you're raising that from \$55 to \$70."

"But you get a whole season of YRA



membership, plus your PHRF certificate taken care of. If you add in the PHRF renewal, it comes out the same. And if you do more than one special event, you come out ahead."

**T**he train emerged from the tunnel on the other side of the Bay, but it was dark outside. No more after-work trips to the boat, now that Daylight Savings Time was over. "At least I have YRA politics to keep me busy on weekday evenings," I thought to myself.

"So what do you think, Max — are you going to go for it?"

"The only people I can see objecting to this," I said after some more thought, "are the racers with absolutely no need for a PHRF certificate. They'll perceive this as being charged for something they'll never use."

"The way they break it down," explained Lee, "the PHRF part of the \$45 basic YRA membership is only \$15, and the YRA part is \$30. For the time being — until December 1, I think — there's no difference if it's a new certificate or a renewal, just \$15 in either case. This is bargain if you've never had a certificate before. After that there might be an extra charge for first-time ratings. That's one thing I think they might be doing wrong. The extra charge should only be for one-of-a-kind ratings, that actually require the PHRF committee to sit and figure out a rating for a new class or new configuration. If it's a rating application that's exactly the same as an existing certificate, then the fee should be the same as a renewal, covered in the \$45 YRA membership."

"Okay, I can agree with that. But you didn't answer the question, Lee. What about the Etchells or J/24 that never ever races in a PHRF situation?"

"I guess they have something available to them that they might not use," said Lee. "Same as with racing marks, actually. Or the

*I hurled  
my body at  
the train  
just as the doors  
started  
to close.*

Appeals Committee. They're provided free by YRA for all racers to use, but some never take advantage of it. Think of the PHRF certificate as a free service extended to YRA members. If you don't personally have to use it, then like, think of all the other YRA services you do use, possibly to a much greater extent than some of the PHRF boats. And think of how important it is to keep the YRA office functioning. But like really, it's only \$15. Speaking as a starving grad student, I'm amazed how all those grownups with expensive boats can bitch over the minuscule portion of their race budget that goes to entry fees."

**"S**peaking of racing marks," I said, "Do you have your annual survey of the Olympic Circle? Seems to me that mark X is a bit off."

"I just happen to have it right here," said Lee, as she pulled another document from her briefcase. "Most of the marks are pretty good this year, except that you're right, X is

0.16 mile off station to the north and a little east." She handed me a chart and a table of 'correct', 'actual', and 'charted' positions of the racing marks. "But when I did the survey I noticed that some of them are plastic now, and a little harder to see."

"That's the result of one of the YRA lobbying efforts with the Coast Guard," I said. "There were some complaints about unlit steel marks — which I guess were justified. I know I've had some close calls with some of those marks in the middle of the night. The Coast Guard said, 'Put lights on them or take them out.' After some negotiation, we're being allowed a gradual phase-in of the plastic marks."

"Much better than no marks at all," said Lee.

"We rely on them heavily for our Friday night and midwinter races," I noted. "Maybe I can use that to convince some of our new racers to sign on for that \$45 YRA membership. With the PHRF certificate and the mailings, it should be an easy sell. Especially when you throw in the yearbook listing. And, if only they got that computer bulletin board that you keep talking about up and running!"

"For sure, Max. The membership would include a log-in ID and password. But like, you won't believe this, but the YRA office is still using an 8088 with a CGA display."

"That should be enough to convince anybody that they're tight for cash!"

**L**ee spent the rest of the train ride describing in minute detail how she'd go about setting up a YRA on-line information system. But at the meeting, it was back to the more mundane concerns, debating exactly how to direct the flow of what really amounts to a very small amount of cash.

Change can be slow, sometimes painfully so. But at least it seems to be in the right direction.

— max ebb



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Big



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# — BACK TO ST. BARTS —



St. Barts, the little gem of the French West Indies, is where we found our charterboat *Big O*, and we're headed back. If you're in excellent health, can get along with others, and don't whine when you get seasick, bruised or depressed, you might want to join us for a leg or two of the adventure.

*Big O* sleeps between 9 and 11, and will be run by Jim Drake, a Coast Guard-licensed captain with plenty of offshore and sailing instruction experience. He'll be joined by K.C., who ran the boat in Mexico last winter. *Big O* can handle as many as six guests at once; and couples and women are especially encouraged. All guests will be expected to help in the running of the vessel, from the fun stuff like driving and mixing cocktails, to the crappy jobs like doing dishes and changing oil filters. If you want to be pampered, this isn't your gig. While sailing schedules are always subject to change, the basic itinerary is as follows:

**December 2-9:** 750 miles from Cabo San Lucas to Acapulco. Usually a relatively easy light air offshore passage. \$1,000/per person, includes food and light bar. Must be in good health (i.e., be able to swim half a mile.)

**December 13-19:** 950 miles from Acapulco to Costa Rica. This offshore passage crosses the notorious gulfs of Tehautepec and Papagayo, so bring your safety harness. \$1,000/person. Must be in excellent health.

**January 15-27:** 500 miles from Costa Rica to and through the Panama Canal, with stops at the Perlas Islands. Usually relatively light air sailing. \$1,000/person.

**January 25-February 3:** Join boat in Panama City for the transit of the Canal to Colon, Portobello and San Blas Islands. The Canal transit is fascinating; the little beat up to the San Blas Islands can be nasty, but San Blas is special. \$1,000/per person.

**February 5-22:** Get a group of six friends together and charter *Big O* in the beautiful, primitive and unique San Blas Islands. This is a special opportunity! The boat rate is \$1,000/day, food and light bar included, for a minimum of seven days.

**February 25-March 7:** 240 real nasty miles against the Caribbean trades, but the rewards of a visit to historical Cartagena make it well worth it. Must be in excellent health.

**March 10-20:** On to the offshore islands of Venezuela and then Trinidad. Lots of upwind sailing in sometimes brisk conditions. Great opportunity to cruise unspoiled islands. \$1,000/person.

**April 1-28:** *Big O* will be available for group charters at the rate of \$1,000/day in the Windward Islands.

**April 29-May 6.** Antigua Sailing Week! This will be our fourth time, and we're looking to finish in the top five. Must have a good liver, not be offended by partial nudity, and know how to have a good time – without requiring a babysitter. \$1,500/person.

**May 12.** Depart St. Martin for the Azores and Gibraltar. A great adventure of approximately three weeks. \$3,000/person.

**June thru October.** *Big O* will be available from Mallorca to Turkey for up to seven guests. \$10,000/week.

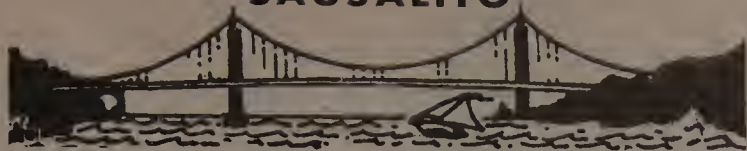
We've worked very, very hard at *Latitude* for more than 17 years, and will be taking periodic breaks to enjoy the fruits of our labors. We hope you'll be able to join us or our crew. We have some nice line drawings of the boat, but if you're looking for a fancy color brochure, a lot of talk and hand-holding, we recommend you take advantage of other charter opportunities. Adventure sailing – which means if you have a bad time it's your own damn fault – is not for everyone, so think twice before inquiring.

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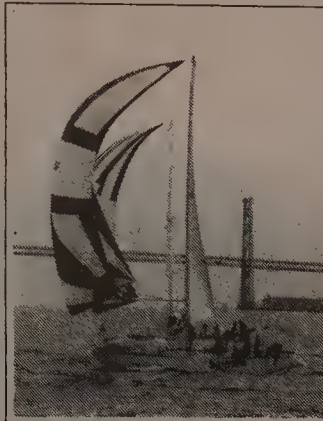
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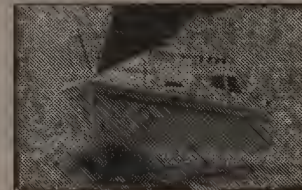
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*With reports this month on chartering in the **Leeward Antilles** islands, a bareboater's **reflections on Guadeloupe and Dominica** miscellaneous **international charter notes**.*

## **Livin' it up in the Leewards**

"When de mind feel pressure, and de body ache," a Caribbean friend once advised, "you'd bes' close de shop and head down island, mon."

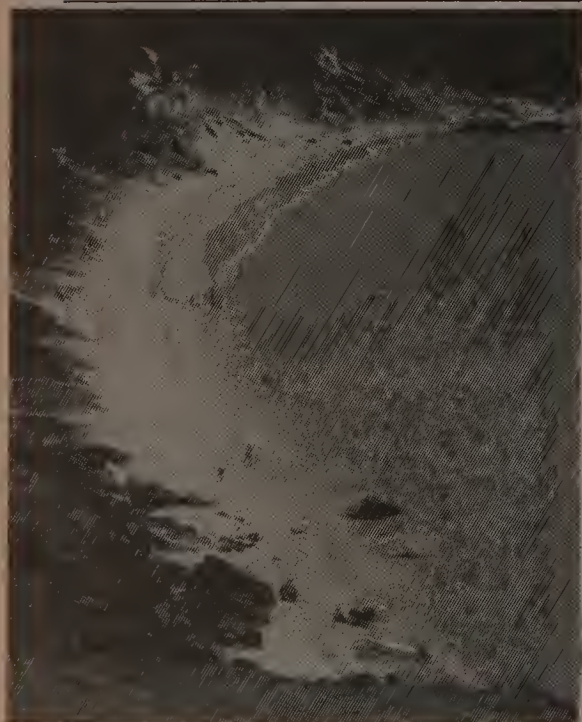
Although spoken by a rummy philosopher, we applaud the sentiment. In other words 'when you're stressed and uptight, get the heck out of town and find yourself a peaceful change of scenery' — in this case the islands of the Lesser Antilles, collectively dubbed 'down island'.

That's just where we'll go this month and next in this two-part series. We'll look at the Leeward Islands this month and Windwards in December. In case you need an excuse, we'll try to give you plenty of rationales for unplugging yourself from the rat race for a winter getaway.

You're probably tired of us telling you how blue the skies are, how warm the water is, and how steady the trade winds blow, so we'll fast forward ahead to some of the other reasons for venturing 'down island'.

The French and Dutch have peacefully

*This secluded crescent of white sand called **Anse de Colombier** is one of many inviting beaches on **St. Barts**.*



COURTESY THE MOORINGS

shared St. Martin/St. Maarten for over 300 years. Why? Probably because they've all been too busy enjoying life to fuss and fight. Picture yourself in French St. Martin's port town, Marigot, languishing in the shade of a waterside umbrella table that overlooks the placid inner harbor. With an ice-cold Heineken in hand — or perhaps an iced Cinzano — you feast on gourmet fare as fine as that of any Parisian bistro. Shielded behind dark sunglasses, your eyes can't help but scrutinize the tanned bodies of bikini-clad ladies and shirtless men who peruse shop windows in animated conversation. It's a tough life, really it is, and you haven't even gotten to the topless beaches. But hey, this is supposed to be a boat trip, so let's not get distracted.

The charter boats here, like the people, are sleek and stylish. Since charter competition is keen, bareboats tend to be late models and quite well kept. In addition to Beneteaus, you'll find Jeanneaus, Dynamiques and multihulls in abundance at sheltered charter bases on both sides of this bustling 37-mile island. With its excellent provisioning facilities and full service marinas, St. Martin is also a prime base for high end crewed charter yachts — big Swans seem to particularly enjoy roosting here.

Excellent flight connections from major US gateway cities make this the ideal jumping off point for exploring the northern Leewards. While St. Martin and neighboring St. Barts are hip and sophisticated, nearby St. Kitts and Nevis (former British colonies) seem to be locked in another century. But combining them all in a single sailing itinerary lets you sample the patchwork of cultural diversity that makes the Eastern Caribbean truly unique.

St. Maarten's Dutch side also has its charms, including some of the finest restaurants in the Caribbean. Oh, and if you accidentally bring too much money, there are a number of slick casinos that will be happy to separate you from it. But unless duty free shopping is your bag, the capital city, Philipsburg, is not a place you'll want to linger.

The island's down side is that there are too many hotels, a growing traffic problem

COURTESY COCONUT



COURTESY SUN YACHTS



and far too many New Yorkers wandering around in loud Bermuda shorts wishing they'd never signed up for that time-share last year, when they were 'tripping' on rum punch. But without the city's congestion, you might never be inspired to pull up anchor and breeze across to St. Barts — many a sailor's favorite port of call.

If ever there was a place that would inspire one to sell the ranch and leave no forwarding address, this is it. It's hard to define what gives this tiny French isle its distinctive style, but as soon as you sail into Gustavia's cozy storybook harbor, lined by narrow streets and red-roofed houses, you'll begin to feel it. This well-scrubbed, one-time Swedish colony seems to draw its special ambiance from a melding together of many disparate elements. Here, broad sun-drenched beaches are shared by topless French sophisticates, carefree American vacationers and jovial Frenchie fishermen. In the inner harbor, elementary schoolers take a break from the classroom to practice their sailing skills in a fleet of tiny prams. A typical street in town might be shared by a pair of



# OF CHARTERING



COURTESY SUN YACHTS

*Clockwise from left: spectacular crewed yachts, like the 80' Dynamique 'Coconut' are plentiful down island; fast, comfortable catamarans are the hot new rage in bareboating; past meets present at Antigua's historic Dockyard.*

unassuming local shopkeepers, a bevy of chic Parisians and a studly, well-bronzed moped rider wearing only bikini-briefs and a backpack bulging with fresh-baked 'baguettes'.

St. Barts is renowned for fine dining, low key sophistication and an absence of stress. But when searching for the quintessential St. Barts experience, there's no better place to start than one of the world's most notorious watering holes, Le Select — conveniently located just a block from the customs dock. In this unpretentious melting pot, all strata of local and foreign society mingle and no one gives a hoot who you are back home.

If you can pry yourself off your bar stool and back into the boat, haul up the sails and set a course for the two-island nation of St. Kitts and Nevis. Having escaped from St. Barts' hedonistic bliss, you'll soon feel like you've sailed back through time. Unrefined,

agrarian, minimally-developed and poor, these former British colonies create a stark contrast to their upscale neighbors, yet their lush pastoral beauty and unhurried traditional lifestyle are qualities worth savoring. With an economy still based on sugarcane and coconuts, this is the 'sleepy Caribbean' depicted in classic novels and films.

On either island the best entertainment is to hire a taxi for a half day and soak in the natural beauty. Both islands have shimmering green fields of sugarcane and coco palms that fan out from beneath tall volcanic cones. Lofty 'island clouds' cling perennially to these peaks, supplying plenty of moisture to towering breadfruit trees, bountiful crops and gardens chock full of flower blossoms. Serenity is the operative word here — you needn't bring your cell phone or your white dinner jacket.

As you explore these pot-holed 'highways', take some time on St. Kitts to visit the Caribelle Batik factory and the massive colonial fortress of Brimstone Hill. On Nevis, check out Alexander Hamilton's boyhood home, the old stone church where Nelson married a planter's daughter and the Caribbean's first hotel and 'spa', the Bath

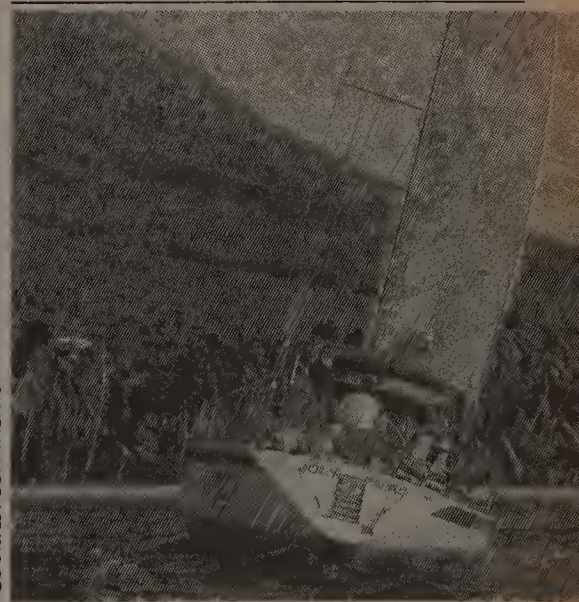
Hotel — where the hot-tub set of the 1700s came to decompress.

As you might imagine, night life is scarce in towns like Charlestown, Nevis and Basseterre, St. Kitts — if you live for 24-hour discos, these are not your islands. The simple, uncomplicated style of living is the attraction here, not the few bands that play in hotel bars. This is a nation still firmly entwined with its history, and to its credit, a place where tourism is still a minor novelty.

If a week is all the time you've got, this northern group will fill your calendar (with the possible addition of low-lying Anguilla to the north, which is famous for superb diving and sugar-fine beaches). With more time, though — or on a future trip — you'll definitely want to visit the yachting capital of the Lesser Antilles, Antigua.

At English Harbour, British colonial history comes to life in the carefully renovated workshops and warehouses of 'Nelson's Dockyard'. Today this extraordinary natural harbor, where the good Admiral once careened his war-weary fleet, is home to many of the world's most splendid yachts. On any day during the winter 'season' you can witness a mini exhibition of gleaming mega-yachts, sexy maxi sloops and museum-quality vintage schooners.

If and when you tire of ogling all that expensive hardware, the abundance of well protected anchorages here make Antigua



COURTESY SUN YACHTS

*Bareboaters take in the pastoral beauty of Nevis' palm-lined coast, beneath the towering volcanic cone of Mt. Misery.*



ideal for a single-island circumnavigation charter. In these more southerly latitudes the trade winds tend to blow stronger — more akin to what we're used to here on the Bay — which heightens our attraction to the Caribbean's grandest regatta, Antigua Sailing Week (aka Race Week). If your passion is international fleet racing, rum guzzling, barefoot Calypso dancing, hard-body watching or sleeping off hangovers under coconut trees, this is your event. Reserve your ride now for this late April regatta.

Antigua's coastline is punctuated by white sand beaches and more than a dozen waterside resorts, most of which welcome yachties ashore for drinks, dinner or casino gambling. Inland lie the ruins of colonial forts and battlements as well as centuries-old rural villages. Forty miles to the north, Antigua's sister island of Barbuda offers literally miles of pink- and white-sand beaches, as well as excellent fishing and diving on its many wrecks and reefs.

Antigua's southern neighbor, Guadeloupe, is also a yachting center, but lesser known to Americans since most companies here (apart from The Moorings) cater to sailors from mother France. It would take weeks to fully explore this comparatively large butterfly-shaped island. Since wining and dining is a major draw here (some 200 restaurants offer French continental or

*Crewed catamarans like the sexy 'Highest Honour I' and 'II' are on the increase in the Leewards. Bareboat cats are available too.*



COURTESY HIGHEST HONOUR

Creole cuisine), the bustling modern city of Pointe-à-Pitre is a logical port stop. In contrast to many neighboring Caribbean isles the big city appeal of posh nightclubs and chic boutiques is impressive. But our favorite spot by far lies a short distance



COURTESY LA GOULUE

offshore: the idyllic cluster of islets called the Iles des Saintes. The impeccable little villages here lined with gingerbread houses will make you want to put brush to canvas and the food in the open-air bistros will make you want to stay forever.

The last island in the Leewards is one of the least visited. Tall and densely forested, Dominica offers neither protected anchorages nor sophistication, but for those who prefer primeval rainforests to chic boutiques, this friendly, undeveloped island is well worth a visit.

Generations of sailors have enjoyed the pleasures of 'down island' sailing and we urge you to take your turn this winter. Then you can send us a postcard from your favorite spot!

—latitude/aet

## The Scoop on Guadeloupe

Our recent trip to Guadeloupe was a great adventure, despite a last minute air schedule change that necessitated arrival a day early. No problem. The Moorings put us up in a sensational hotel in Pointe-à-Pitre, where the service was excellent and the food was delicious. We soon realized though, that

*If you want the promise of speed and luxury at Antigua Sailing Week this spring, hire a thoroughbred like the Swan 68, 'La Goulue'.*

this would be no bargain vacation. A mediocre piña colada cost \$8, cocktails were \$6 and you could expect to pay \$4 for a 10 oz. beer. Naturally, we went off to find a liquor store 'tout de suite'.

The sailing conditions in the central Antilles were fantastic. We had the rail in the water practically every day, yet we could set our course and relax for hours without touching the tiller. To our surprise though, the only one who didn't get a little queasy the first day out was the rookie of the bunch, who took to sailing like a duck. Oddly enough the rest of us were all seasoned sailors — must have been that lousy piña colada the night before!

We sailed to the lovely Iles des Saintes the first day for an overnight, then went on to Dominica. What a beautiful island! We think it should be a must for anyone who charts in this area.

To get a real sense of the lifestyle here, we suggest you take a taxi tour. The cost is a reasonable \$50 per couple and you'll get plenty of exercise exploring all the beautiful sights. Up in the dense rain forest there is a magnificent waterfall that cascades into an



# OF CHARTERING



ice-cold pool. Alongside there's a natural hot spring. Alternating between the two pools, we had a sensational therapeutic dip.

Prices on Dominica were very reasonable since East Caribbean (EC) dollars stretch a long way here. Unfortunately, our crew was anxious to get the sails up again after two nights here, but I certainly could have stayed longer. Dominica's biggest attraction is that it's very primitive and undeveloped.

There are lots of local 'boat boys' here. When you first get in, you have to be firm in choosing just one to assist you. It's really not a bad system, since the boys get you ice and fresh produce at reasonable prices, then bring it out to the boat.

We returned to the Iles des Saintes for another pleasant overnight and found they serve great pizza in the cafes — I should know, I'm a pizza nut! Another highlight was the excellent 'sightseeing' (or sunbathing) beach for those who have problems wearing a complete bathing suit.

Then it was on to Guadeloupe. The rugged east coast was all but off limits to our bareboat charter but I don't think we could have covered it in ten days anyway.

We'd heard that Frenchmen on these islands are very rude to foreigners (especially Americans). But we didn't find this to be

true. We decided these folks just don't like *anyone* to invade their paradise. In an effort to soften their distaste for us, we took some time to learn a little of their native tongue. After you fracture the French language several times the locals seem to be willing to speak in English (which was often as bad as our French). Then again, if your French is unrecognizable, just smile and say, "Parlez vous Anglais?"

The west coast had many interesting stops and we enjoyed them all. We 'cheated' a bit by taking a two-night mooring in a yacht club on the southwest end so my wife and I could shop and our sailing partners could rent a car and climb the famous Soufrière volcano. The climbers returned ecstatic, having seen an incredible view from the top.

Our shopping spree turned out to be very expensive and it occurred to me that the average French worker must make about \$100 an hour in order to afford the cost of living here. But at least the high prices reduced the amount of baggage we might have carried home!

A few tips before you get to Guadeloupe (or other expensive islands): buy your liquor from the duty free airport shops en route. Also, some say the best currency tactic is to change your US dollars to EC, then to francs.

— r.e. esterline  
connecticut

## Charter Notes

Although we've just said good-bye to the Halloween goblins, **Christmas** is just around the corner — at least in terms of making **vacation plans**. In the Caribbean

available.

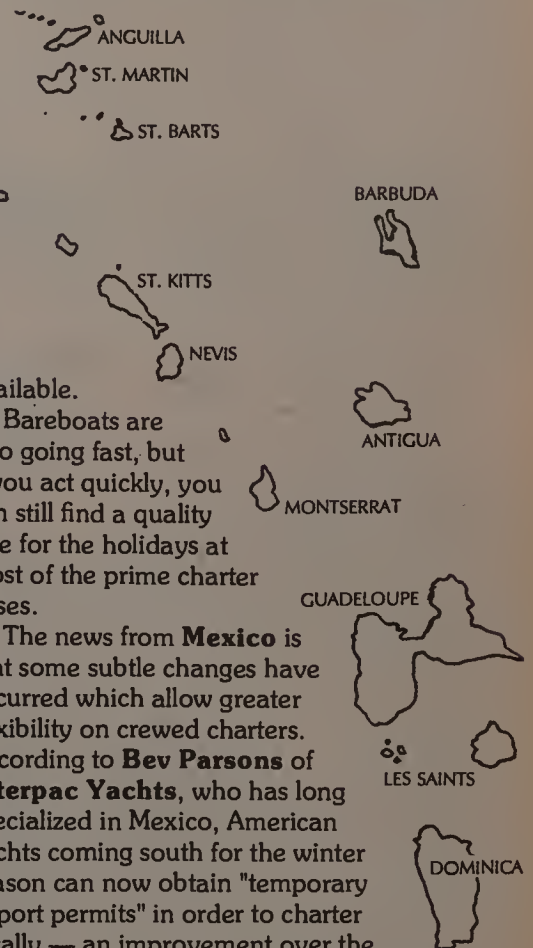
Bareboats are also going fast, but if you act quickly, you can still find a quality ride for the holidays at most of the prime charter bases.

The news from **Mexico** is that some subtle changes have occurred which allow greater flexibility on crewed charters. According to **Bev Parsons** of **Interpac Yachts**, who has long specialized in Mexico, American yachts coming south for the winter season can now obtain "temporary import permits" in order to charter legally — an improvement over the traditional red tape. Also, trips may now begin in Cabo San Lucus (instead of just La Paz), and can now be one-directional up or down the coast. Now, with sufficient time allowed, the Sea of Cortez and mainland Mexico can be combined in a single itinerary.

Interpac, located in San Diego, also has an impressive list of crewed yachts available for observing upcoming **America's Cup** events (and practice sessions). Call (619) 222-0327 for reservations.

**The Moorings** was one of the first bareboat operators to see the wisdom in selling scheduled bareboat departures by the

*On the fabulously French isle of St. Barts, the former customs tower keeps a vigil over Gustavia's picture-perfect inner harbor.*



COURTESY THE MOORINGS



many of the long-established crewed yachts are booked solidly through New Years, but there are still a number of good boats

cabin so that prospective clients could sample the concept before they committed to taking a boat on their own. Call 800-535-7289 for details.

**Sunsail** has now followed suit by



# WORLD OF CHARTERING

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Apropos our story on the Leeward Islands this month, **Sun Yachts** is now offering **one-way charters** between their flagship base at Oyster Pond, St. Martin and English Harbor, Antigua. Naturally, this allows you to maximize the number of islands you can visit in a week or 10 days.

Multihull enthusiasts (or wanna-bes) will be interested to note that this policy also applies to Sun's fleet of sleek catamarans. They have recently doubled the size of their Kronos 45 fleet at both their St. Martin and Antigua bases.

Sun has also announced an exclusive affiliation with Noumea Yacht Charters (of New Caledonia) which will give them a second South Pacific base. We'll soon have a full report on this lovely former French colony which is a favorite vacation spot of Aussies, but virtually unknown to Americans. Contact Sun Yachts at (800) 772-3500.

The dollars that yacht chartering brings to remote island groups like Fiji and Tonga are



COURTESY THE MOORINGS

*Our 'good news' story of the month is that this nice Fijian teenager has a new lease on life thanks to the generosity of bareboaters.*

definitely welcome, but some islanders have shown concerns about the potential impact of too many foreigners. The following tale illustrates how the *right kind* of travelers can allay those fears while strengthening bonds of trust and friendship.

While cruising in Tonga recently aboard a **Moorings charter yacht** they own, Rick and Mary Ann Smail and their sailing companions befriended two teenage boys in a dugout canoe, who had paddled out to serenade them. One of the brothers, Sio, had a badly disfigured foot which someday, he dreamed, might be repaired through surgery.

Rick Smail remembered the encounter when he returned home and contacted a non-profit organization that performs life-altering surgery on disfigured children around the world. Before long, plans were set for Sio Moala and his father to travel to the Philippines for the dramatic operation that would give Sio a nearly normal foot and change his life.

We applaud **The Moorings** for covering the costs of airfare, and the Smails for picking up the tab for the family's other travel expenses. Visitors like these will always be welcomed.

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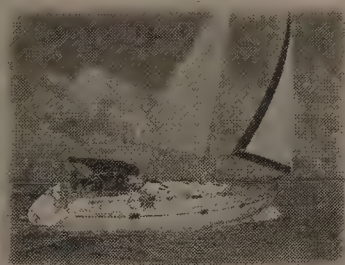
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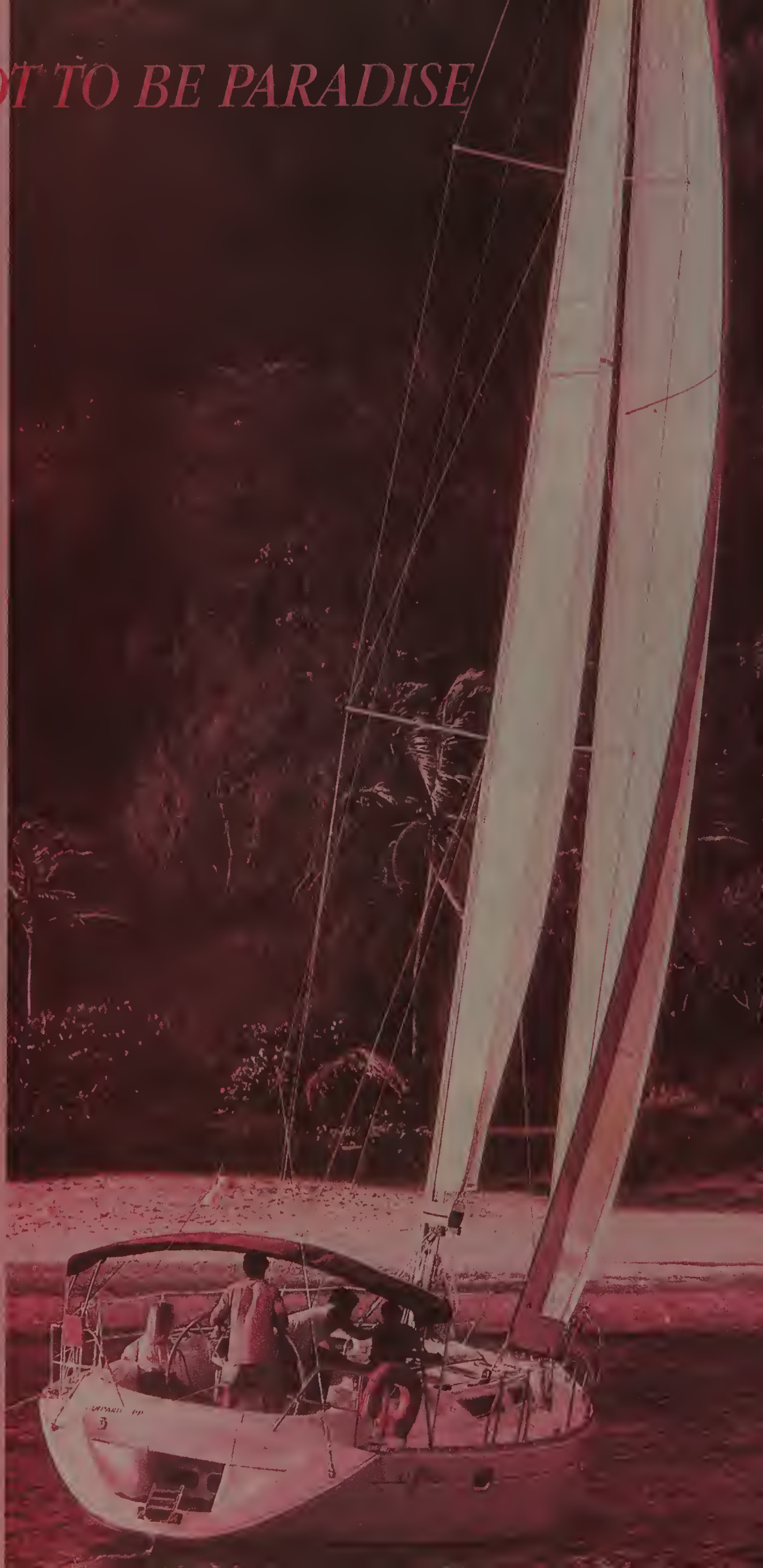
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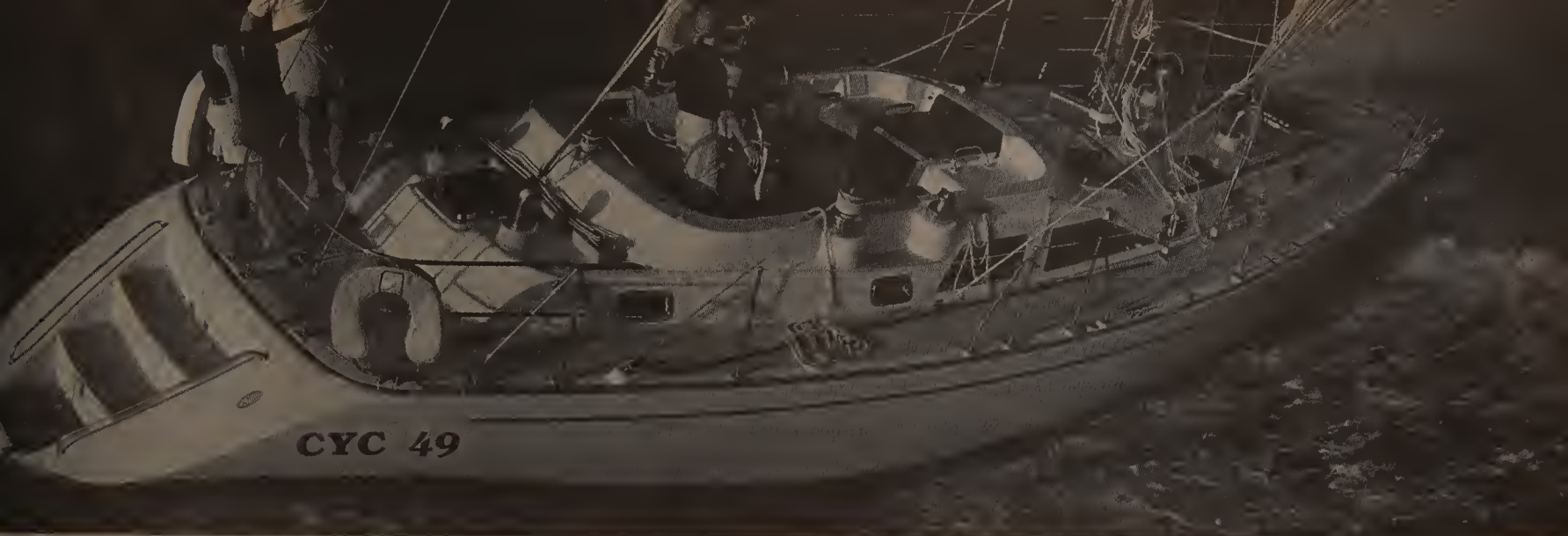
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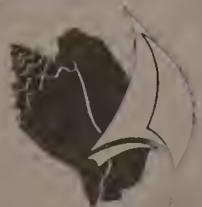
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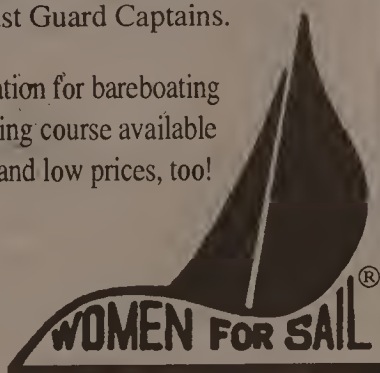
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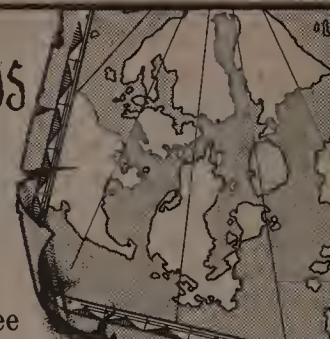
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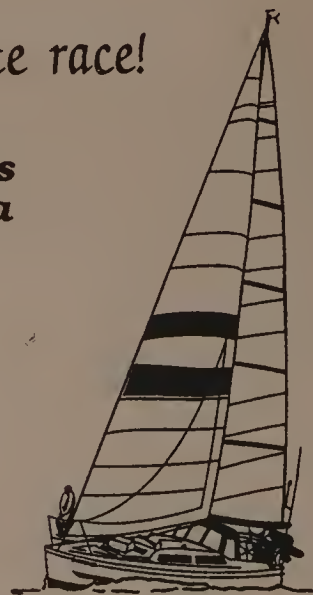
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# THE RACING

Hydraulically squished into the following ten pages are reports on the Bay Area's first appearance at the **Women's One Design Challenge** in Long Beach; an update on the **Omega Grand Prix Match Racing** circuit; the **International Masters Regatta**; the **Champion of Champions Regatta** and the **Yankee Cup**; the **Citibank Fall Cup**; the **Jessica Cup**; the **Nimitz Regatta**; the **Vallejo 1-2**; and way too many **box scores** and so-called **race notes** to count. Sadly, we had to sacrifice some nice photos in order to wedge all this information in — next month, we'll demand more pages!

## Women's One Design Challenge

After months of preparation, fundraising and practice, the first-ever Bay Area team competed in the third annual Women's One Design Challenge held in Long Beach on October 14-16. Despite having less sailing time in the event's Catalina 37s than any of the 10 other teams, they made a fine showing, taking home second place honors. Voyager YC's (Newport Beach) Linda Elias ran away with first place, bulleting four of the five races.

The San Francisco team was put together by North Sails' Amanda Russell, herself a recent Southern California transplant, back in July. The crew consisted of Melinda Erkelens driving, Ashley Tobin calling tactics, Jody Lee at the mast, Chris Page on the bow, Aimee Hess and Lori Rudiger in the pit, Karina Vogen grinding, Stephanie Wondolleck on the main, and Amanda sharing trimming duty with Anna Peachy. Alternate crew Alison Elliott was also on board for two of the three days of racing when other crewmembers had prior commitments.

The regatta featured one race on Friday, and two on both Saturday and Sunday. All were short (7-8 miles) windward/leeward courses. The first race, held in 10 to 12 knots of breeze, ended with a race committee fumble, several protests and a fifth place finish for the San Francisco contingent.

By the high-noon start of the first race on Saturday, the breeze was up to 15 knots. The Russell/Erkelens team aced the start and led until the last leg, where they were passed by Elias. Soon after the start of the second race, it was blowing a healthy 20 (which is normally enough to cancel most Catalina 37 events). Poised to take advantage of 'their' conditions, the San Franciscans were over-eager — and over early. Under the cool direction of Erkelens, they dived right back into the fray and clawed their way back to fourth.

By Sunday, which featured ideal 15-knot conditions all day, Linda Elias and the VYC juggernaut owned first place. But going into the last race, second was still up for grabs. The 'only' thing the Bay Area women had to

do was finish ahead of the second and third placing teams and put a boat between each of them and the finish line.

Fortuitously, one of the target boats was over early and therefore out of the picture. As for the other, "We just sailed a lot better," claimed Lori Rudiger. A spoiler boat came up from mid-fleet to finish between them, completing the coup.

Awards included a trophy (on display at EYC), fleece tops and full-color professional photos of the team in action. But the real reward, says Amanda, was in the experience itself. "The racing was competitive but fun, and it was a great opportunity to meet other women sailors," she said.

1) Voyagers YC/Linda Elias, 5 points; 2) Encinal YC/Amanda Russell, 17; 3) Cabrillo Beach YC/Michelle Miller, 22; 4) Alamitos Bay YC/Susanne Worthington, 24; 5) California YC/Julia Olmstead, 25; 6) California YC/Cheryl Mahaffey, 27.75; 7) South Shore YC/Chandelle Humphries, 38; 8) Little Ships Fleet/Carol Armitage, 41; 9) Dana Point YC/Kathy Adamson, 43; 10) Cabrillo Beach/Erika Clark, 44; 11) South Shore YC/Kathy Hewitt, 51.

## Match Racing Round-Up

Bertrand Pacé of France beat Paul Cayard 3-1 in the finals of the 1994 World Championship of Match Race Sailing in La Rochelle, France in early October. To get to the finals, Pacé beat Rod Davis 3-0, while Cayard — now employed by Dennis Conner's *Stars & Stripes* camp — defeated newly-ranked #1 seed Peter Gilmour by the same score. Skippers were invited to the Worlds based on their ranking on the Omega Grand Prix Circuit, and the top ten all accepted with the exception of Russell Coutts, who was replaced by Eddie Warden Owen. Seven of the ten contestants are affiliated with '95 America's Cup teams.

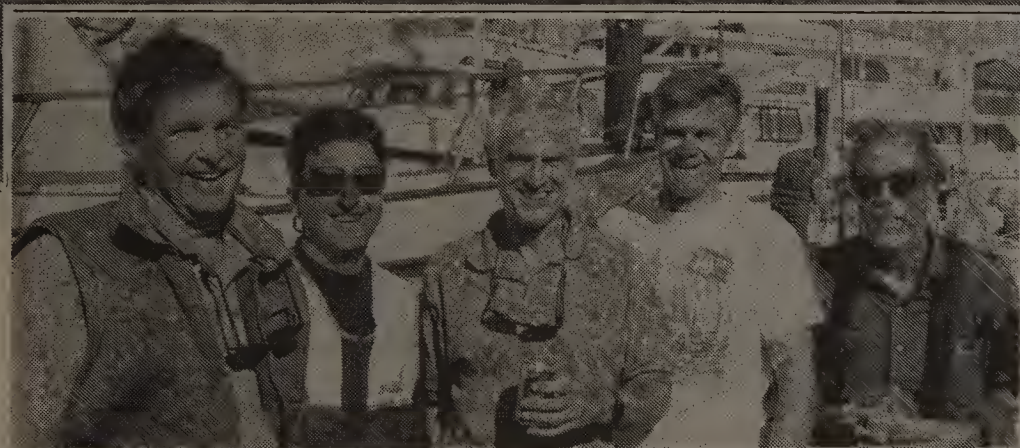
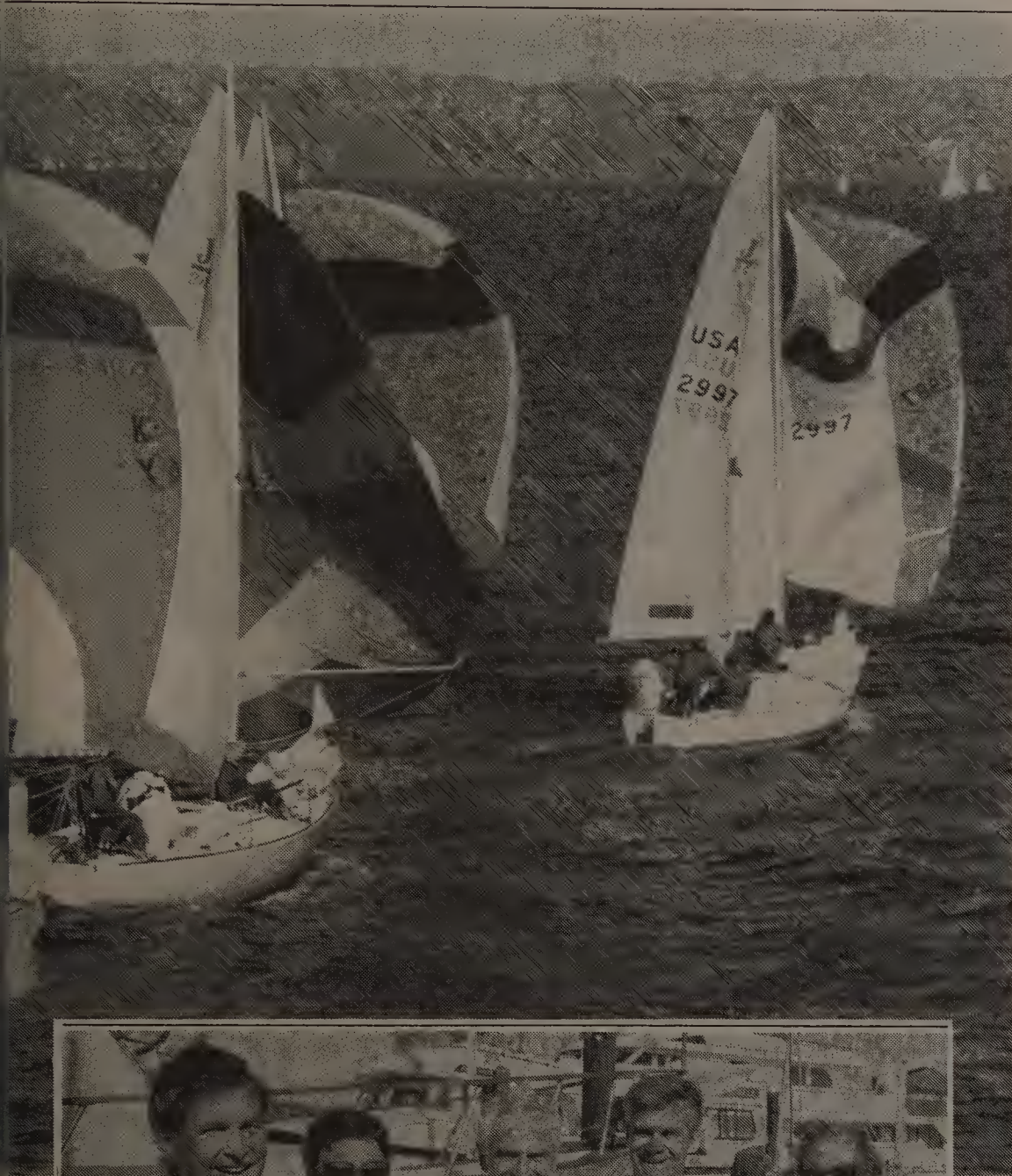
Racing was held in Beneteau Figaros with four man crews. Davis dominated the double round-robin series with a 15-3 record, but then faltered in the semis. The final match-up, the Pacé-Cayard shootout, was held in very light air after a five hour postponement. Cayard won the first race handily, but as

night fell Pacé came back to take the title. The last race was literally sailed in the dark — certainly a first (and hopefully last) on the Omega Grand Prix Circuit. Meanwhile, Davis beat Gilmour 3-1 in the consolation series.

According to Los Altos Hills lawyer Scott Wollaston, past president of the World Match Racing Conference, the series was a bit controversial. In one race alone, the on-the-water umpires witnessed 14 protests, which resulted in seven penalties! In another match between Pacé and Chris Law, who recently steered *Longobarda* at the Big Boat Series, the umpires suffered considerable verbal abuse from Law after a call went against him. The colorful Brit apparently didn't know when to stop his tirade, and was subsequently 86ed from the regatta. More precisely, Chris was 75ed, as in the rule concerning "gross breach of conduct" — another first (and hopefully last). Law left vowing to retire from professional match racing.







The view from the StFYC dining room. Inset, Masters Regatta winners (from left) Keegin, Nazzal, Scarborough, Claussen and Lindsey.

Two weeks later, on October 9-16, twenty-four teams competed for the richest first-place purse on the circuit (\$30,000) at the Omega Gold Cup in Bermuda. This time it was 'Australian' Rod Davis's turn in the winner's circle, defeating Magnus Holmberg 3-0 in a series abbreviated by an impending Atlantic gale. As he had at the Worlds, Davis overpowered the round-robin competition with a 12-1 record to reach the playoffs. Possibly spurred on by memories of coming in second in the Gold Cup in '91 (to Eddie

Warden Owen) and '93 (to Russell Coutts), Davis sailed flawlessly to sweep Holmberg by margins of 35, 26 and 37 seconds in 30-knot winds. Racing was held in heavy displacement (7,100 pounds) IODs.

New rankings will be announced shortly, with Davis expected to claim the number one position from Peter Gilmour.

**WORLDS** — 1) Bertrand Pacé, FRA (US \$23,800); 2) Paul Cayard, USA (\$14,840); 3) Rod Davis, AUS (\$11,900); 4) Peter Gilmour, AUS (\$10,480); 5) Ed Baird, USA (\$9,530); 6) Roy Heiner, NED (\$8,360); 7) Thierry Peponnet, FRA (\$7,160); 8) Jesper Bank, DEN (\$5,730); 9) Eddie Warden Owen, GBR (\$4,780); 10) Chris Law, GBR

(\$3,840).

**OMEGA GOLD CUP** — 1) Rod Davis, AUS (US \$30,000); 2) Magnus Holmberg, SWE (\$16,000); 3) Roy Heiner, NED (\$9,200); 4) Peter Gilmour, AUS (\$7,000); 5) Chris Law, GBR (\$5,500); 6) Eddie Warden Owen, GBR (\$5,000); 7) Ed Baird, USA (\$4,500); 8) Peter Bromby, BER (\$4,000).

### Masters Regatta

Once a year for the past four years, Belvedere investment advisor and former Star sailor John Scarborough rummages around in his closet for his topsiders and sailing gloves, and then goes sailboat racing. The occasion is the U.S. Sailing International Master's Regatta, an annual 'feel good' production put on by St. Francis YC with input from founding father (and frequent Master's winner) Don Trask. This year the five-race J/24 regatta was held on October 14-16, with light air predominating. Per the rules, skippers had to be at least 55 years old, with crews over 45.

Scarborough — sailing with tactician Jim Lindsey, Bill Claussen, Stafford Keegin and owner's rep Don Nazzal — piloted John Oldham's *Electra* to a consistent 4,4,2,2,2 record, good enough to take the title overall for the second time (he also won in '91). "I had a great crew, and we were lucky to get five clean air starts," said Scarborough, who represented the San Francisco YC. "Also, we actually practiced this year, going out for a few hours before the first race."

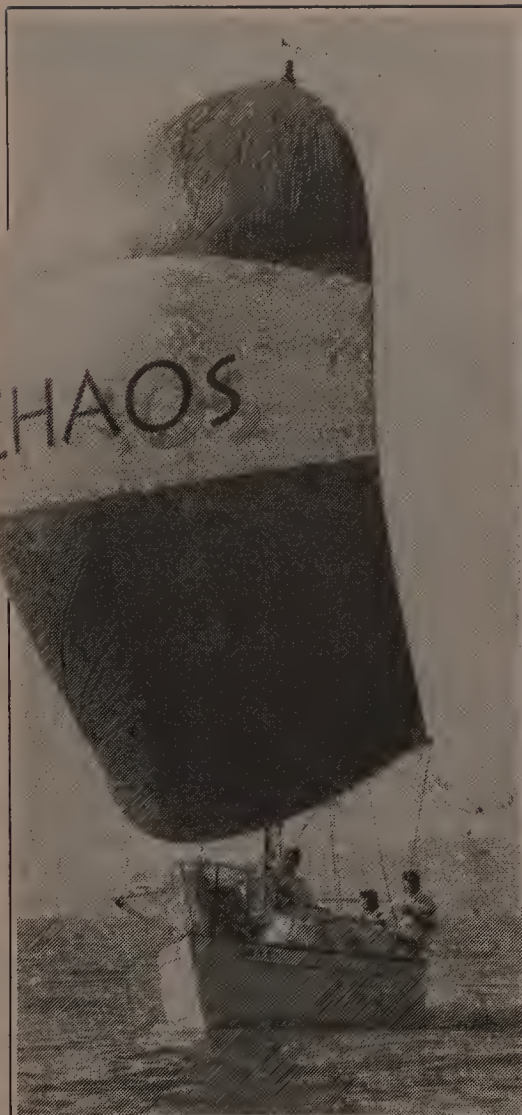
As usual, the 100 or so competitors seemed to really enjoy the long weekend both on and off the water. "I love seeing my old cronies," commented John. "I'll definitely come back anytime I'm invited!"

1) John Scarborough, Belvedere, 14 points; 2) Dave Williams, Vancouver, BC, 17.5; 3) Don Trask, Piedmont, 19.5; 4) Jim Anderson, Heath, TX, 20.75; 5) Bruce Munro, Redwood Shores, 35; 6) Malin Burnham, San Diego, 36; 7) John Niesley, Granite Bay, 37; 8) John Rumsey, Hilton Head, SC, 40; 9) Dick Lootens, Mill Creek, WA, 44; 10) Gene O'Hagan, Santa Barbara, 45; 11) Bob Kieding, Santa Barbara, 55; 12) Hank Grandin, Sausalito, 56; 13) Jocelyn Nash, Richmond, 66; 14) Jim DeWitt, Richmond, 66; 15) Walt Lewis, Santa Barbara, 67; 16) Charlie Dole, Honolulu, 69; 17) Paul Watson, North Vancouver, BC, 75; 18) Max Gordon, Los Gatos, 78; 19) Tak Takamura, Tokyo, 93. (19 boats)

### Championship Shootouts

At the mandatory skippers meeting for the Champion of Champions Regatta, *Wild Flower* helmsman Chris Corlett raised his hand and inquired, "Let me see if I've got this straight: there are two teams, even though this isn't really a team race. You have to be the top boat on the winning team to be named the Champion of Champions. If





you win every race, but are on the losing team, you're nothing — right?"

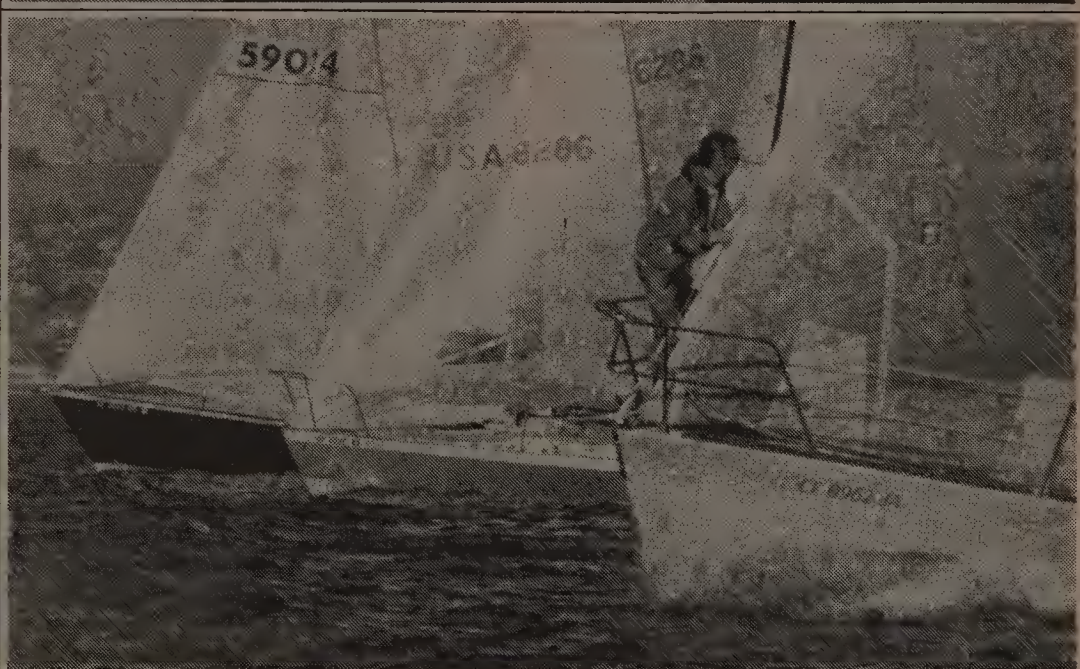
When informed that he'd pretty well summarized the gist of the new format, Corlett, never one to hide his emotions, let go with his best Church Lady imitation — "Well isn't that *special*!" Many of the other 22 (out of a possible 27) champions in attendance likewise expressed displeasure with the new variation on the Champions Regatta.

ta. "It never proved that much before, now it doesn't prove anything," was a comment we heard several times. "It's a nice day, let's just go out and have fun," was another.

As it turned out, Corlett — who had flown down from Washington for the weekend of October 22-23 — needn't have worried. He steered Art Mowry's yellow Santana 35 *Wild Flower* to a 1,2,1 record to lead their team to victory, thereby claiming overall individual

honors in the process. In light air on the Berkeley Circle courses, James Hirano's Hawkfarm *Notorious* came in second and Glenn Isaacson's Express 37 *Re-Quest* was third. All three were on the same team (which was picked by starting at the top of the entry list and assigning every other boat to opposing teams), so they were the official 'top three' of the regatta under any scoring scenario.





**Champ-of-Champs and Yankee Cup action.** The spinnaker in the upper left seemed particularly appropriate this year. All photos/rob.

"The format won't be repeated next year," stated ODCA head honcho Bill Murphy. "But we'll keep trying to come up with something new and fun for the event. How can you possibly have a fair regatta with a 205 second per mile rating spread anyway?"

The same could arguably be said about the concurrent Yankee Cup, which pitted 11 different HDA winners against each other over the same courses. *Windchaser*, Dick and Patti Cranor's well-sailed Ericson 35 Mk. III, won for the third year in a row, prompting yet another round of grumbling about their 126 rating.

**CHAMPION OF CHAMPIONS** — 1) *Wild Flower*, Santana 35, Art Mowry/Chris Corlett, 3.5 points; 2)

*Notorious*, Hawkfarm, James Hirano, 7; 3) *Re-Quest*, Express 37, Glenn Isaacson, 8.75; 4) *Family Hour*, Olson 30, Mike Bilafer, 14; 5) *Windwalker*, Islander 36, Shoenhair/Gilliom, 19; 6) *Mach II*, 11:Metre, Allistair Murray, 25; 7) *Jubilee*, Ariel, Don Morrison, 27.5; 8) *Alien Nation*, Thunderbird, Jim Glosli, 29.5; 9) *Curses!*, Express 27, Tim Descamps, 34; 10) *Alliance*, Cal 2-27, Conley/Foster, 34; 11) *Challenge*, Islander 28, Schoen/Jones, 35; 12) *Carlos*, Santana 22, R.B. Ward, 36;



# THE RACING

13) **Barking Dog**, Olson 25, Jeffrey Kroeber, 39; 14) **Chaos**, Ranger 23, Tim Stapleton, 40; 15) **Trey Shay**, Catalina 30, John Jacobs, 45; 16) **White Satin**, Catalina 27, Steve Rienhart, 46; 17) **Webe Jammin'**, J/24, Wyllys Baird, 47; 18) **Constellation**, IB-24, John Lincoln, 48; 19) **Wild Child**, Hunter 35.5, Paul Tanner, 53.5; 20) **Shay**, Challenger, Dean Briggs, 57.5; 21) **Seasaw**, Cal 20, Green/Wonner, 59; 22) **Pajarita**, Golden Gate, Rob MacDonald, 68. (22 boats)

**YANKEE CUP** — 1) **Windchaser**, Ericson 35 Mk. III, Dick & Patti Cranor, 6.75 points; 2) **Dolphin Dance**, SC 50, Dave Sallows, 7.75; 3) **Blue Max**, Dehler 34, Jim Freeland, 10; 4) **My Rubber Ducky**, Hobie 33, Lee Garami, 11.75; 5) **Fun**, Davidson 26, 13; 6) **Current Asset**, Islander 30 Mk. II, John Bowen, 17; 7) **Hippo**, Smith 24, Mark Wommack, 24; 8) **Leda II**, Lapworth 36, David James, 24; 9) **Chesapeake**, Merit 25, Jim Fair, 25; 10) **Movin On**, Jeanneau 30, Bob Neal, 25; 11) **Fast Forward**, Catalina 36, Jim Aton, 33. (11 boats)

## Citibank Fall Cup

Pier 39 was once again a hub of activity — and perhaps the cornerstone of a new movement (see related story on pages 108-111) — on October 1 and 2. Both aspects centered around the Citibank Fall Cup, a nine-race, one-throwout 'spectacle' regatta designed for maximum spectator enjoyment.

This event followed an identical format to the inaugural regatta — the Citibank Spring Cup — held last May: The 100-yard-wide start/finish line located right off the end of the Pier also served as a 'gate' through which competitors had to pass on both upwind and downwind legs; the regatta was sailed under only 10 rules (USSA's experimental 'simplified system'); shoreside color and commentary was once again ably handled by KRON's sailing weatherman Zach Berkowitz; and the whole thing was recorded by the SportsChannel for later broadcast.

What was different this time around was more boats — 13 versus 9 last May — a larger audience and an international flavor to the event: three Swedish teams flew over to take part in the festivities.

When the fun was over, Swedish national sailing champion Stefan Winberg's name sat atop the leader board. The Swedes had taken three bullets going into the last race, but a 3rd, 5th and two 6ths made them iffy for the top spot against Berkeley's Seadon Wijsen and his crew, Andrew Schmidt, Ben Wells, Jr., Seamus Wilmot, Tim Scherer and Mike Keene. With one ace and a string of deuces, Wijsen's *Rosebud* led on points. But the Swedes bulletted the last race, while *Rosebud* took a fourth. The local boys, who also took second in the Spring Cup, missed the top spot by three quarters of a point.

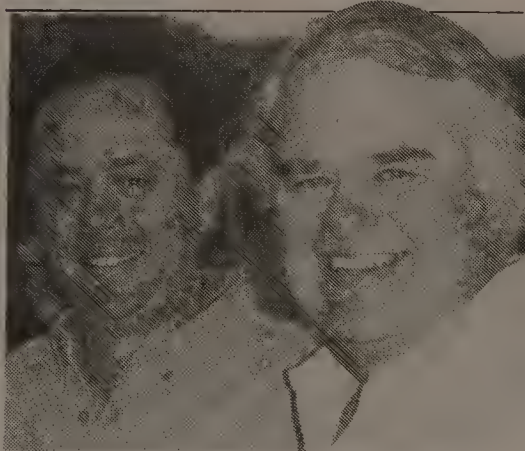
The \$3,500 first prize should buy a lot of aquavit when Stefan and his mates get

home. Seadon said their \$2,500 second prize purse "went right back into the boat." But when we pressed him, he joked, "Okay, we went to Centerfolds and blew it all!" The third place paycheck of \$1,500 went to Alistair Murray and the crew of his well-sailed *Ronstan*.

"We hadn't really sailed the boat since the last series," noted Seadon, "so we were a little rusty. The Swedish teams were great to race against, though. The 11:Metre was developed over there and they really know what they're doing."

While the event was blessedly devoid of the howling gales to which four masts were sacrificed in May, it was not without the requisite carnage. (October breezes averaged 15-18 on Saturday; 18-25 on Sunday.) One boat had a brief but telling encounter with the seawall, while the Lake Tahoe team clobbered another of the Swedish boats. 11:Metre sailing is definitely a full-contact sport.

Event founder John Sweeney ended up sixth. Despite wearing the multiple hats of race organizer and defending champion, he and his crew had their boat ready to roll when, a few days before the race, one of the Swedish charters fell through and John donated his boat to their effort. Then, a couple of days later, another boat became available which should have been named *Midnight Oil* for all of that commodity Sweeney and his crew burned getting it ready. Instead, it raced under the dual banners of *Diamond Sails/SportsChannel* to a midfleet finish.



Chris Corlett (left) and Art Mowry capped off a great season with their Tuna 35 'Wild Flower' by winning the Champion of Champions.

Sweeney and crew will still be long remembered in the Fall Cup: SportsChannel cameras caught them right in front of the Pier, God and everybody else in one of the most spectacular crash-and-burn round-downs we've ever seen. Two guys even fell



off the boat — it was great.

"That kind of hurt our chances," confessed Sweeney. On a more positive note, "They said we might make the cover of *Sailing World* — upside down!"

SportsChannel coverage of the Citibank Fall Cup will be telecast on Sunday, November 27th from 2:30-3:30 p.m. (Pacific time); and again on Wednesday, November 30 from 6 to 7 p.m.

1) **Schick FX**, Stefan Winberg (SWE), 23 points; 2) **Rosebud**, Seadon Wijsen, 23.75; 3) **Ronstan**, Alistair Murray, 30.75; 4) **Flying Pig**, Ken Keiding/John Byrne, 31.5; 5) **Citibank**, Anson Stookey, 31.75; 6) **Diamond/SportsChannel**, John Sweeney, 41; 7) **SWE 150**, Arne Sjoberg (SWE), 45; 8) **SWE 140**, Gustaf Winqvist (SWE), 53; 9) **US 68**, Gordon Clute, 56; 10) **Adrenalin Rush**, Tom Dinkel, 56; 11) **Ralph's Sailboats**, Ralph Silverman, 87; 12) **US 98**, Tom Gilmore, 96; 13) **Mach:11**, Dave Fain, 99.

## Jessica Cup

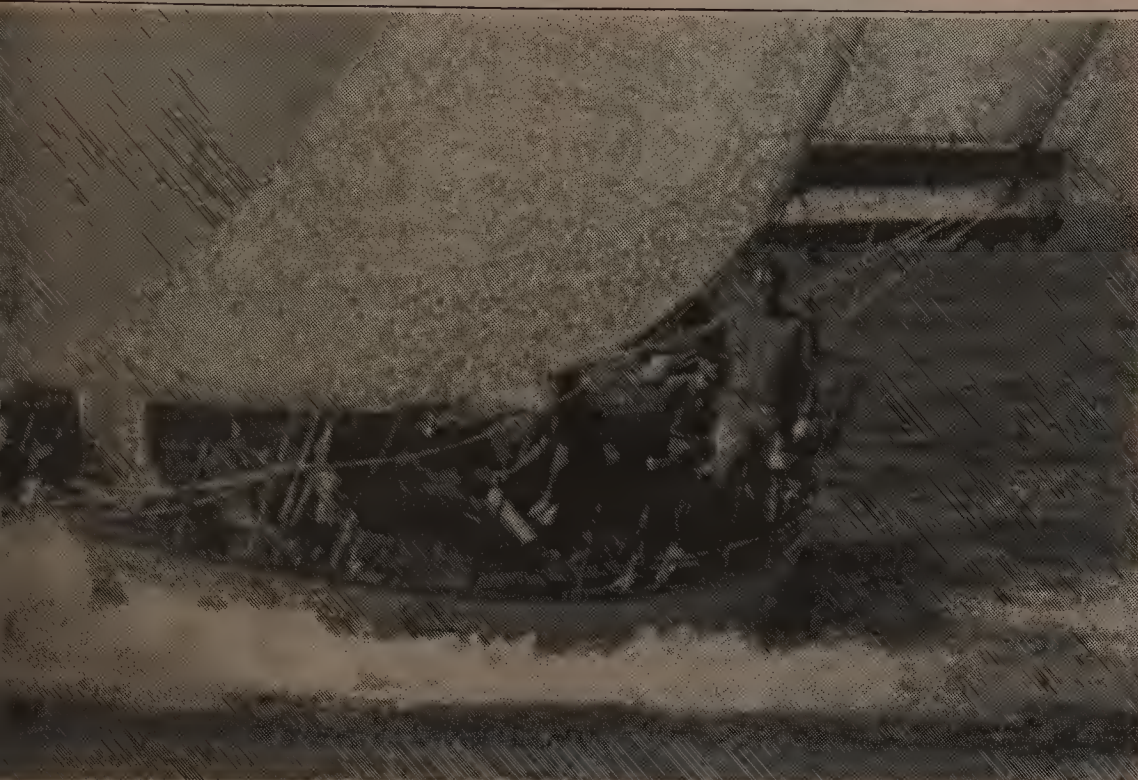
The Blue Angels had just finished their spectacular air show on Sunday, October 9, when the warning gun for the Jessica Cup went off. Spectators at St. Francis YC began rubbing their eyes. . . was this 1964? There wasn't a plastic boat in sight!

Seventeen classic wooden yachts were in attendance, including Hank Easom's lovely 1938 Eight Meter sloop *Yucca*. Hank had sprinted from the finish of the Etchells PCCs to his dock in Sausalito, where he, Chuck Mohn and Jerry Rumsey traded boats and hurried back over to the Cityfront. *Yucca* joined the vintage dames *Athene*, *Cock Robin*, *Clover*, *Valiant*, *Xanadu*, *Caprice* and *Samarkand*, all of whom were jockeying for the favored starting position like a bunch of juveniles.

The Jessica Cup, a magnificent trophy

LATITUDE/ROB





LATITUDE/RICHARD

*'Athene' lookin' good at the start of the Jessica Cup. After the Master Mariners, this is the next best event for serious woody racers.*

donated to the St. Francis YC by the New York YC in 1982, was sailed for several years as a match race between legendary boats like *Santana* and *Athene*, with the likes of Tom Blackaller and Paul Cayard steering. Anna Peachy, a regular crew on *Athene*, rediscovered the Jessica Cup languishing in the back of the trophy case, dusted it off, and with the help of Myron Spaulding, Ron Simpson, Terry Klaus and Craig Swayne resurrected the race in its current fleet format.

This year, the revitalized 'blast from the past' included classes for ocean racers, schooners and Farallon Clippers. Top finishers follow:

**FARALLON CLIPPER** — 1) *Ouessant*, Frank Buck; 2) *Mistress II*, Dan Drath; 3) *Credit*, Bill Belmont; 4) *Cedalion*, Karl Limbach; 5) *Echo*, Jack Coulter. (7 boats; 7.2 miles)

**OCEAN (PHRF)** — 1) *Samarkand*, S&S 54, R.F. Humphrey; 2) *Cock Robin*, Alden 62, Bruce Fowler; 3) *Athene*, S&S 60, Chris Schroll; 4) *Yucca*, 8-Meter, Hank Easom; 5) *Valiant*, S&S 45, Jeff McNish. (8 boats; 9.8 miles)

**SCHOONER (PHRF)** — 1) *Brigadoon*, Herreshoff 65, Terry Klaus; 2) *Yankee*, Stone 62, Richard Ford. (2 boats; 6.5 miles)

### Nimitz Regatta

The Nimitz Cup, perpetual prize for Berkeley YC's traditional fall regatta, has been a fixture in Richmond YC's trophy case for the last seven years. Three years ago, with interest in the fleet racing format dwindling rapidly, the event was converted into an inter-club team race. The Richmond YC continued to dominate the Nimitz Cup in '92 and '93. This year, however, the winner

was — surprise! — the Stockton Sailing Club.

The Stockton 'underdog' team consisted of *Enigma* (Catalina 27, Peter Hine), *St. Martin* (Cal 29, John Notman) and *Midnight Flyer* (Tartan Ten, Mark Nelson). The team's cumulative PHRF rating totalled 507, just slightly above the magic number of 500 that teams can't go under in the 'level sum' format. There were three starts at 10 minute intervals, with each team putting one boat in each start, and the team with the best boat-for-boat finish total wins.

The 'Ditch dwellers' posted a 1,3,12 record, good enough to beat Berkeley YC (2,4,11), Richmond YC (5,6,8) and new-

comer Treasure Island YC (7,9,10). The Berkeley Circle racing was complicated by unseasonable northerly winds and fluky conditions at the weather mark. 'Local knowledge' reportedly led the RYC team to the wrong side of their home court.

Race management problems further complicated the proceedings, and one of the Richmond boats finished with the dreaded red flag on their backstay. Not having a VHF radio aboard to get the course change instructions, the boat had been handed an incorrect course hastily scrawled out by the race committee. The boat, *Bloodvessel*, lost time on the first leg before figuring out what the windward mark was really supposed to be.

It's doubtful that the error cost Richmond possession of the Nimitz Cup, but had they followed through on the protest, it would almost certainly have resulted in the race being tossed. Given the fluky conditions, there would have been no way to reconstruct the race accurately. So, at the Richmond team's suggestion, the RC person responsible for the error had to cough up a) three bottles of Dom Perignon for the three crews, and b) three bouquets of flowers for the skippers' wives. The flowers were dutifully delivered that night, and the D.P. was presented at the RYC membership meeting the following week.

"The racing rules are very clear on this," explained race manager Paul Kamen, as he handed over the bubbly booty. "Once a protest is filed in writing, it cannot be withdrawn. However, before it's filed, bribes are perfectly okay!"

## BEER CAN FINAL RESULTS

### Benicia YC Thursday Nights

**DIV. A** — 1) *Mischief*, Soverel 33, Bill Moore, 22.25 points; 2) *Fast Forward*, Catalina 36, Jim Aton, 28.38. (5 boats)

**DIV. B** — 1) *Three Ring Circus*, Olson 25, Dave McMurtry, 19.13 points; 2) *Sunset Strait*, J/24, Kathleen Jones/Bob Neal, 22.25. (5 boats)

**DIV. C** — 1) *Jenna Lou*, Hunter 27, Daryl Kruschke, 22 points; 2) *Bravada*, Cal 29, Steve Bales, 25.5. (5 boats)

**DIV. D** — 1) *Obsession*, Hunter 35.5, Steve Gilliland, 14.75 points; 2) *Diamond Girl*, Hunter 36, Jeff Christie, 29.13. (6 boats)

(24 races; 6 throwouts)

### Berkeley YC Friday Nights

**BIG (PHRF < 150)** — 1) (tie) *Wide Load*, Santana 35, Lucy Van Breen & Bruce Wilcox, and *Blue Max*, Dehler 34, Jim & Diana Freeland, 8 wins each; 3) *Boogie Woogie*, Ranger 33, M. Yovino-Young, 5.

**LITTLE (PHRF > 151)** — 1) *Rail to Rail*, J/24, Thom Henneberger, 8 wins; 2) *Twilight Zone*, Merit 25, Paul Kamen, 7; 3) *Knuckles*, Santana 22, Lou

Bouc, 5.

(Approximately 30 boats — based on 26 races; scoring is 'horserace style', i.e., only first place counts)

### Corinthian YC Friday Night Series

**DIV. A-I (spinnaker, 0-119)** — 1) *Hana Ho*, SC 50, Rolfe Croker, 90.75 points; 2) *National Biscuit*, Schumacher 35, Colin Case, 69.75; 3) *Jarlen*, J/35, Bob Bloom, 67.25. (13 boats)

**DIV. B-I (spinnaker, 120-179)** — 1) *Blue Ribbon*, Etchells, Dinny Waters/Randy Ferguson, 149 points; 2) *AWB*, J/24, G. & M. Peck, 123.75; 3) *Topper*, Moore 24, Richard Korman, 122.25; 4) *Leda II*, Lapworth 36, David James, 120.25; 5) *Hot Flash*, J/30, George Kokalis, 106.5. (24 boats)

**DIV. B-II (non-spinnaker, 0-179)** — 1) *Quickstep II*, IOD, Mel Pearce, 239 points; 2) *Sea Ghost*, Beneteau 42, Ron Roberts, 166.5; 3) *Smogen III*, Puzzle 36, Julie Le Vicki, 166.5; 4) *QE III*, Tartan Ten, Greg Melanson, 163.25; 5) *Phaedanthra*, IOD, Hugh Owens, 143.25. (26 boats)

**DIV. C-I (spinnaker, 180-up)** — 1) *Grumpy Old*



# THE RACING

TEAM — 1) Stockton SC, 15.75 points; 2) Berkeley YC, 17; 3) Richmond YC, 19; 4) Treasure Island YC, 26.

INDIVIDUAL — 1) **Midnight Flyer**, Tartan Ten, Mark Nelson, StkSC; 2) **Crinan**, C&C 30, Brian Dunn, BYC; 3) **Enigma**, Catalina 27, Peter Hine, StkSC; 4) **Wide Load**, Santana 35, Wilcox/Van Breen, BYC; 5) **Bloodvessel**, B-25, Barry Danieli, RYC; 6) **Mercedes**, Hawkfarm, Pat Vincent, RYC; 7) **Hussar**, Catalina 30, Jim Wiltshire, TIYC; 8) **Alliance**, Cal 2-27, Whit Conley, RYC; 9) **Mistral**, Conqubin 38, Bob Becker, TIYC; 10) **Kachina**, IB 30, Len Cardoza, TIYC; 11) **Latin Lass**, Catalina 27, Bill Chapman, BYC; 12) **St. Martin**, Cal 29, John Notman, StkSC.

## Vallejo 1-2

Seventy solo sailors started the Single-handed Sailing Society's season-ending Vallejo 1-2 Race on October 15. They arrived at the line in heavy air mode, sporting deep reefs and small headsails to cope with 25-30 knots of wind from the northwest. A lot of boats didn't make the North Bay start — or started late — due to the ugly conditions. However, the breeze dropped precipitously moments before the 10 a.m. start, leaving the boats underpowered as they began the 19.5-mile race. It's not easy changing a headsail by yourself, especially in a crowd of boats, so many sailors waited until well into the race to shift up to #1s.

Instead of the typical light air spinnaker run across San Pablo Bay, the fleet enjoyed a speedy headsail reach to Vallejo in steady 18-20 knot winds. In fact, Peter Hogg and Aotea made it to the finish in just 1 hour, 55 minutes — before the race committee even

arrived on station! Multihulls, which tend to do really well on windy reaches, swept the top three places overall that day.

For the monohull folks, the most memorable part of the day was the 'Short Tack Beat From Hell' up Mare Island Strait to the finish. The ebb was running against the fleet at 2.5 knots, while the wind gusted up to 20 right on the nose. Dan Newland on *Pegasus XIV* claimed, "To tack my boat I have to set up the new runner, release the jib, release the old runner, tack the boat, grind in the new runner, grind in the jib, set up the old runner. . . and by then I'd crossed the channel and had to tack again. I didn't have any time to actually steer the boat!" Most skippers threw in somewhere around 30 or 35 tacks on the last mile and a half to the Vallejo YC, and lots of boats ran aground along the banks. The Napa River looked like a freeway with disabled cars off on the shoulder fixing flats!

Sunday's 17.5-mile doublehanded charge back to Richmond was a real treat. The fleet started with kites up in light air, jibed to starboard at the mouth of the Strait and pole-on-the-headstay reached right at Pt. Pinole. The wind was fluky, so the slow boats had the pleasure of bringing up the new breeze and overrunning the fleet. There was a line where the wind halted, so the lead boats would pick up the filling wind, accelerate rapidly and start to throw a bow wave. . . only to sail through their spinnakers and stop again. Frustrating stuff.

At Pt. Pinole, the leaders fell into a gigantic hole, which they struggled to escape by setting headsails while the rest of the fleet drove past reaching hard under spinnakers.

The fleet was soon spread across the Bay like the Iraqi Army during Desert Storm, with no consensus on where the best wind and/or current was. Opposing the impressive armada was a single boat flying a spinnaker DDW straight down from the Brothers.

Something had to give with that picture, and sure enough the SSS fleet was soon beating upwind in light air. Closing on the finish line, the fleet set chutes again — and Richmond Channel looked like someone had spilled a box of colored crayons on the water.

— rob macfarlane

MULTIHULLS — 1) *Aotea*, Antrim 40, Peter Hogg, 2.75 points; 2) *Pegasus*, F-27, Andrew Pitcairn, 5; 3) *Wingit*, F-27, Ray Wells, 5.75. (5 boats)

DIV. II — 1) *My Rubber Ducky*, Hobie 33, Lee Garami, 2.75 points; 2) *Illusion*, Cal 40, Stan Honey, 11.75; 3) (tie) *Pegasus XIV*, Newland 368, Dan Newland, and *Culebra*, Olson 34, Craig Riley, 12; 5) *Cheyenne*, Wylie 34, James Fryer, 13; 6) *Ozone*, Olson 34, Carl Bauer, 14; 7) *Lurker*, Olson 30, Paul Martson, 15. (19 boats)

DIV. III — 1) *Brio*, Moore 24, Tom Petty, 6.75 points; 2) *Alchemy*, Olson 25, Joe Kitterman, Sr., 8; 3) *Nighthawk*, Hawkfarm, John Siegel, 9; 4) *Rumbleseat*, 30 Square Meter, Bruce Schwab, 10.75; 5) (tie) *Doctor Who*, Merit 25, John Drewery, and *Kelika*, Hunter 33.5, Michael Weaver, 11. (17 boats)

DIV. IV — 1) *Dulcenea*, Coronado 27, John Slivka, 6 points; 2) *TGITW*, Santana 22, Jeffrey Brown, 9; 3) *Chelonia*, Yankee 30, Ed Ruszel, 10; 4) *Current Asset*, Islander 30 Mk. II, John W. Bowen,

## BEER CAN FINAL RESULTS

Men, Santana 20, Spooze Syndicate, 95.25 points; 2) *Dulcenea*, Coronado 25, John Slivka, 83.5; 3) *Big Wow*, Rhodes 19, Bill Royall, 69.5. (10 boats)

DIV. C-II (non-spinnaker, 180-up) — 1) *Tension II*, Cal 20, John Nooteboom, 175 points; 2) *Patience*, Ranger 23-T, John Baier, 153.5; 3) #6480, Ranger 23, Bob Counts, 128.25; 4) *Pajarita*, Golden Gate, MacDonald/Wilson, 111.25; 5) *Gjendin*, Knarr, Mike Roy, 102.5. (25 boats)  
(21 races; no throwouts)

### Golden Gate YC Friday Nights

DIV. I — 1) *Banana*, Cal 2-29, Wayne Carley; 2) *Out of Control*, Merit 25, Brian Madden; 3) *Nightmare*, Wilderness 30, John O'Neill. (6 boats)

DIV. II — 1) *Toots*, Thunderbird, Michael Wilin; 2) *Freja*, Folkboat, Ed Welch; 3) *Catfish N' Cornbread*, Bristol 22, Tom Enderle. (9 boats)  
(7 races; 0 throwouts)

### Encinal YC Twilight Series

DIV. A-1 — 1) *Smokin'*, Melges 24, Dave Oliver, 3 points; 2) *Bravura*, Farr 44, Rob Anderson, 18. (4

boats)

DIV. A-2 — 1) *Breakout*, Santana 35, Les Raos, 5.5 points; 2) *Annalise*, Wylie 34, Paul Altman, 8.75; 3) *Top Gun*, Express 27, Bill Mohr, 11. (8 boats)

WABBIT — 1) *Tulawemia*, Mark Harpainter, 3 points; 2) *Wet Buns*, Bill Gardner, 16. (4 boats)

MOORE 24 — 1) *Hurricane*, Adam Sadeg, 3 points; 2) *Popeye & I*, Phyllis Brousseau, 10. (6 boats)

DIV. C-1 — 1) *Hot Rod*, Pyramid 660, Arne Jonsson, 4.25 points; 2) *Takeoff*, Laser 28, Greg Byrne, 9.75; 3) *Outrageous*, Olson 911S, James Marran, 11.75. (8 boats)

DIV. C-2 — 1) *Double Agent*, Merit 25, Ron Landmann, 5.25 points; 2) *JPJ*, J/24, George Lythcott, 11.75. (6 boats)

DIV. C-3 — 1) *Snow Goose*, Santana 30, Ted Mattson, 4.25 points; 2) *Lelo Too*, Tartan 30, Emile Carles, 7.75. (5 boats)

DIV. D — 1) *Lyric*, T-Bird, Jim Newport, 5.25 points; 2) *Cloud 7*, Santana 22, Joseph Melino, 7.75. (6 boats)

DIV. E — 1) *Tempest*, Santana 22, Hal Wondollock, 4.25 points; 2) *Amigos*, Cal 20, Walt Vance, 8.75; 3) *Hot Banana*, 110, David Kinzel, 12. (11 boats)

DIV. F — 1) *U Name It*, F-27, Gary Helms, 3. (2 boats)

(Second Half only; 5 races, 1 throwout)

### 34th Folkboat Wednesday Night Series (at Golden Gate YC)

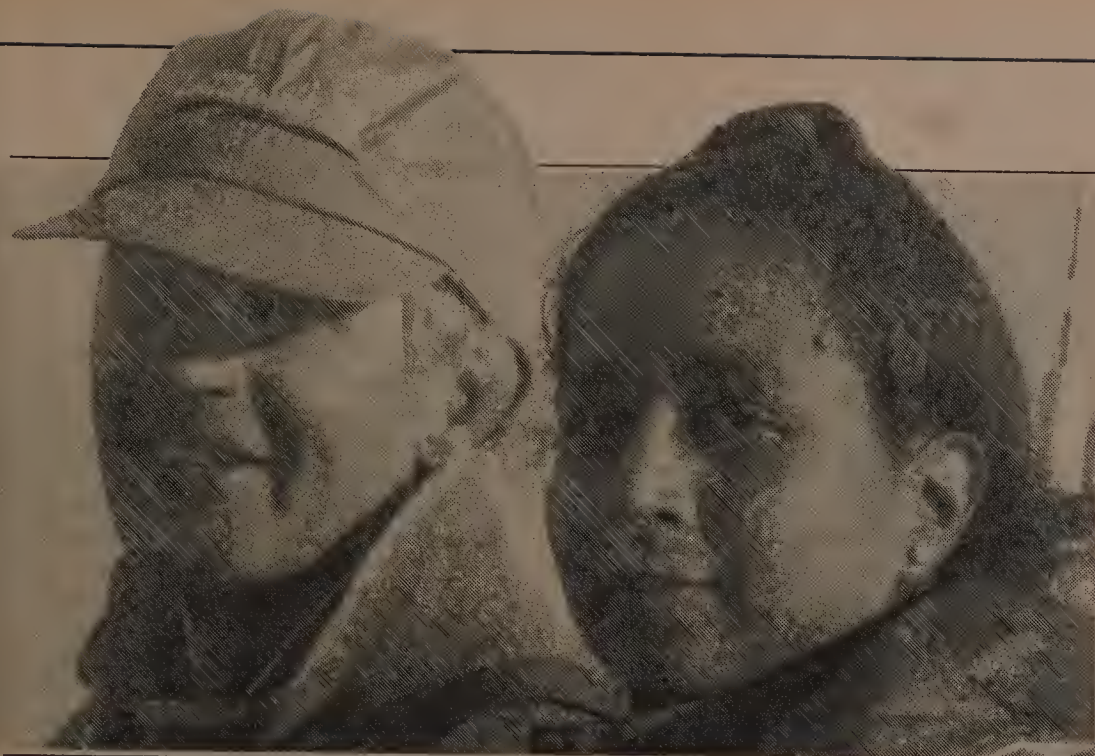
KNARR — 1) *Whistler*, Chris Perkins, 16.5 points; 2) *Peerless*, Larry Drew, 29.25; 3) *Snaps II*, Knud Wibroe, 31. (average number of starters: 13)

IOD — 1) *Urdine*, Adam Wheeler, 11.5 points; 2) *Accounts Payable*, Ruth Berkowitz, 14.25. (average number of starters: 4)

FOLKBOAT — 1) *Little Svendle*, Svend Svendsen, 8; 2) *Galante*, Otto Schreier, 15.75; 3) *Windy*, Bill DuMoulin, 19.5. (average number of starters: 10)

BEAR — 1) *Sugarfoot*, Marty Zwick, 13.25 points; 2) *Goldilocks*, Bob McComb, 18.5; 3) *Smokey*, Steve Robertson, 25.75. (average number





LATTUDEROB

12; 5) **Shazam!**, Santana 22, Bud Sandkulla, 13; 6) **Latin Lass**, Catalina 27, Bill Chapman, 15; 7) **Honalee**, Rozinante, Paul & Dawn Miller, 18. (20 boats)

DIV. V — 1) **Grand Slam**, Cal 29, Fred Minning, 2.75 points; 2) **Santa Maria**, Santana 22, Chris Giovacchini, 6.75; 3) (tie) **Lone Ranger**, Ranger 33, Fred Hodgson, and **Dancer**, TJ-34, Richard Packard, 7. (9 boats)

OVERALL — 1) **Aotea**, 2.75 points; 2) **Pegasus** (F-27), 5; 3) **My Rubber Ducky**, 9. (70 boats)

### Box Scores

Billions and billions, as Carl Sagan used to mutter. That's how many races occurred last month, or at least it seemed that way to us. In a perfect world, we'd run feature length stories on each of these events — which would probably kill us (arguably making it a *truly* perfect world). Anyway, without further excuses or apologies, here are the bare facts on some of the many reg-

**Busy people: Peter Hogg and Shama Kota won the Vallejo 1-2 with 'Aotea'. In '95, Peter will head up Corinthian YC; Shama will run SSS.**

attas which occurred around the Bay Area and Santa Cruz last month:

### SOUTH BAY YRA FINAL STANDINGS:

DIV. A — 1) **Coyote**, Wylie 34 mod., Nick Kluznick, 7.25 points; 2) **Pizote**, Santana 30GP, Kevin Knick, 9.75; 3) **Fermannagh**, O'Day 34, Frank Johnson, 14.5. (9 boats)

DIV. B — 1) **Chablis III**, C&C 36 mod., Dave Few, 6 points; 2) **Far Better Thing**, Ericson 30+, Charles McArthur, 7.25; 3) **Jet Lag**, Catalina 34, Roger Roe, 13. (6 boats)

DIV. C — 1) **Dancer**, Cal 9.2, Michael Dixon, 5 points; 2) **Kashmir**, Columbia 9.6, Peter Mills, 10.75; 3) **Zodiac**, Kettenberg 40, Frank Ballintine, 12.75. (9 boats)

DIV. D — 1) **Leeward**, Catalina 30, Jim Balestra, 3.75 points; 2) **Friday's Eagle**, Catalina 30, Mark Hecht, 7.5; 3) **Isla**, Islander 27, Kevin Bailey, 14. (7

boats)

(7 races; 2 throwouts)

### HALF MOON BAY RACE (IYC/HMBYC, Oct. 1-2):

PHRO I — 1) **Pegasus XIV**, Newland 368, Dan Newland, 1.5 points; 2) **Dolphin Dance**, SC 50, Dave Sallows, 5; 3) **Spindrift V**, Express 37, Larry & Lynn Wright, 7. (5 boats)

PHRO II — 1) **Vera Cruz**, Wylie 38, Mike Johnson, 2.75 points; 2) **Bodacious**, Farr 40, John Clauser, 5; 3) **Culebra**, Olson 34, Craig Riley, 7.75. (6 boats)

MORA I — 1) **WYSIWYG**, Olson 30, Don Martin, 1.5 points; 2) **Abigail Morgan**, Express 27, Ron Kell, 8; 3) **Friday**, Express 27, John Liebenberg, 9. (5 boats)

MORA II — 1) **Redux**, Olson 911S, Nick Barnhill, 1.5 points; 2) **Mega**, Mega 30, Bob Hickey, 5; 3) **Freewind**, Cal 9.2, Don & Betty Lessley, 10. (7 boats)

CRUZ — No finishers. (3 boats)

SHS — No finishers. (3 boats)

(24 miles down; 28 miles back)

### WOMAN SKIPPER'S CUP (BYC, Oct. 8; 9.1 miles):

DIV. I (0-125) — 1) **Blue Streak**, Cal 39, Lisa Dirth; 2) **Mad Hatter**, Wylie 34, Peggy Hickman; 3) **Scoop**, Wylie 34, Phyllis Croswhite; 4) **Bodacious**, Farr 40, Bobbi Tosse; 5) **Harp**, Catalina 38, Sallie Rowe; 6) **Dolphin Dance**, SC 50, Anna Stockel. (6 boats)

DIV. II (126-up) — 1) **Lelo Too**, Tartan 30, April Storrs; 2) **Blue Max**, Dehler 34, Diana Freeland; 3) **Wind Chaser**, Ericson 35 Mk. III, Patti Cranor; 4) **Freewind**, Cal 9.2, Betty Lessley; 5) **Dr. Who**, Merit 25, Caroline Ross; 6) **Ancient Wings**, Santana 22, Lindy Small; 7) **Takeoff**, Laser 28, Joan Byrne; 8) **Uncle Donald**, Pearson Commander, Frances Ross; 9) **Popeye & I**, Moore 24, Phyllis Ray Brousseau. (9

## BEER CAN FINAL RESULTS

of starters: 4).

OVERALL — **Little Svendle**, Folkboat, Svend Svendsen.

(12 races; 3 throwouts)

### Island YC Summer Series

#### (Friday Nights on the Estuary)

DIV. A (0-126) — 1) **Saint Anne**, Olson 30, Dick Heckman, 3 points; 2) **Waverunner**, Tartan Ten, Glen Krawiec, 11. (5 boats)

WABBIT — 1) **Tulewemia**, Mark Harpainter, 3.5 points. (4 boats)

DIV. B (127-160) — 1) **Hot Rod**, Pyramid 660, Sue Pfluecke, 4.25 points; 2) **Wave Rider**, Hunter 31, Mark Rommell, 9.75. (4 boats)

DIV. C (161-up) — 1) **Varuna**, J/24, Paddy Bishop, 6.25 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 10.75; 3) **Foamy**, Moore 24, Ken Walters, 12. (8 boats)

DIV. E-1 (non-spinnaker, 0-180) — 1) **#5309**, Star, Larry Chambers, 2.25 points. (2 boats)

DIV. E-2 (non-spinnaker, 181-up) — 1) **Kattepus VI**, Cal 27, Lou Haberman, 4.25; 2) **Aquascas**,

Venture 25, Frank Atteberry, 7.75. (6 boats)

SANTANA 22 — 1) **Buffalo Honey**, Lou Fields, 3.5 points. (6 boats)

(Second half only; 4 races, 0 throwouts)

### Oyster Point YC Summer Series

1) **Conness**, Catalina 27, Scott Walker, 16 points; 2) **Wingit**, F-27, Amy Wells, 18.5; 3) **Altair**, Islander 36, Mike Bowes, 20.8; 4) **Ogre**, Coronado 27, Alec Kertso, 21; 5) **Sally Forth**, Ericson 35, Louis Adamo & Karen Clitter, 21.5. (13 boats)

(6 races; 1 throwout)

### Sausalito Cruising Club

#### Friday Night Series

DIV. I (spinnaker) — 1) **My Rubber Ducky**, Hobie 33, Lee Garami, 4.5 points; 2) **Perezoso**, Excalibur 26, Denny Sargent, 5.75. (4 boats)

DIV. II (non-spinnaker < 190) — 1) **Trinity**, C&C 37, Greg Klein, 4.5 points; 2) **Plan B**, J/29, Jim Kent, 6; 3) **Rolling Stone**, Burns 35, Robby Robinson, 8.5. (5 boats)

DIV. III (non-spinnaker > 190) — 1) **Tackful**,

Santana 22, Frank Lawler, 2.25 points; 2) **P-Trap**, Cal 20, Gerry Gorski, 9; 3) **Homus**, Ericson 27, 9. (7 boats)

(Second half only; 4 races; 1 throwout)

### South Beach YC Friday Nights

SPINNAKER — 1) **Northern Lights**, Santana 35, Rod Neathery, 5 points; 2) **Grenadier**, Contessa 32, Paul Osborn, 14; 3) **Blue Lou**, Pearson 10M, Joel Davis, 15; 4) **Jane Doe**, Olson 911SE, Robert Izmirian, 17.5; 5) **Flow Backwards**, Cal 9.2R, Dan Wolf, 25.75. (11 boats)

NON-SPINNAKER — 1) **Polperro**, Folkboat, Peter Jeal, 8.25 points; 2) **Sabra**, WylieCat 39, Michael Katz, 14.5; 3) **Skol**, Folkboat, Michael Connor, 20.75; 4) **Luna Sea**, Catalina 30, Richard Smith, 22; 5) **Friday's Eagle**, Catalina 30, Mark Hecht, 25.33. (21 boats)

(Second half only; 6 races, 1 throwout)

### Sausalito YC Sunset Series

#### (Tuesday Nights)

DIV. A (spinnaker < 180) — 1) **Jarlen**, J/35, Bob



# THE RACING

boats)

OVERALL — 1) **Lelo Too**; 2) **Blue Max**; 3) **Wind Chaser**. (15 boats)

## FALL SCORE #3 (Santa Cruz YC; Oct. 2):

DIV. I — 1) **Tsirir**, Olson 29, Dan Nitake; 2) **Daisy**, SC 40, John Buchanan; 3) **Animal House**, Olson 30, Tom Akrop/Matt Lezin. (18 miles; 7 boats)

DIV. II — 1) **Good Timin'**, SC 27, Gary Evans; 2) **Prince Charming**, Frog 30, Terry Drew; 3) **Summertime**, Moore 24, Dennis Bassano. (16 miles; 7 boats)

DIV. III — 1) **Gails Warning**, Cal 22, Richard Emigh; 2) **US 99**, Santana 22, Robert Barksdale. (11 miles; 4 boats)

## JACK & JILL RACE (Santa Cruz YC; Oct. 1):

1) **Moorgasm**, Moore 24, Chris & Brenda Watts; 2) **Great Pumpkin**, Moore 24, Jim & Loretta Maloney; 3) **Typhoon**, Moore 24, Dan & Becky Nutt; 4) **Flying Squirrel**, SC 33, Jack & Carol Gordon; 5) **Stray Cat**, Pepe Parsons/Rebecca Dymond. (14 boats)

## FALL DINGHY REGATTA (StFYC; Oct. 1-2):

I-14 — 1) Dave Klipfel/Tony Basso, 8.75 points; 2) Andrew Bates/Kurt Schmidt, 11.5; 3) Alan Laflin/Brian Ebert, 16.75; 4) Rand Arnold/Lawrence Henderson, 26; 5) Tom Wondoleck/Mike Jankowski, 32. (7 boats)

505 — 1) Jeff Miller/Bruce Heckman, 9.25 points; 2) Tom Poore/Stuart Park, 11.5; 3) Don Smith/Howie Hamlin, 13; 4) Patrick Andreasen/Meade Hopkins, 18; 5) Mike Martin/Luis Verloop, 19.75; 6) Jim Wondoleck/Jay Kuncl, 21; 7) Bryan Largay/Matt Sanders, 26. (12 boats)

FINN — 1) Paul Kerner, 7.25 points; 2) Dave Shelton, 8.5; 3) Richard Byron, 9.75. (4 boats)

SNIPER — 1) Rich Bergsund/unknown, 12 points; 2) David & Susan Odell, 18.75; 3) Jonathan Knight/

Marcia Belvin, 22; 4) Packy & Julie Davis, 33; 5) Debra & Dave Yoffie, 33. (7 boats)

LASER — 1) Simon Bell, 11 points; 2) Matt McQueen, 12.25; 3) Andrew Holdsworth, 12.5; 4) Robert DuDomaine, 19; 5) John Callahan, 21. (8 boats)

LASER II — 1) Katherine & Maria Kuzina, 5.5 points; 2) Ari Rettinger/Siena Ramistella, 9.5; 3) Alex Mehran/Rob Maxim, 18; 4) Mike Rettinger/unknown, 22; 5) Amanda Rettinger/unknown, 25. (7 boats)

(6 races, 1 throwout)

## ETCHELLS PCCs (StFYC; Oct. 7-9):

1) Craig Healy, 10.75 points; 2) Hank Easom, 25.75; 3) Bill Barton, 26.5; 4) John Satak/Don Jesberg, 27.75; 5) Mike LaHorgue, 28; 6) John Ravizza, 35; 7) Ken Monroe, 39; 8) Jason Fain/Kers Clausen, 39; 9) Bob Kettenhoffen, 47; 10) Steve Enzensperger, 52. (19 boats; 5 races, 0 throwouts)

## CHISPA & YOUTH REGATTA (RYC; Oct. 1):

CHISPA — 1) Jason Fain, RYC, 3.5 points; 2) Patrick Whitmarsh, StFYC, 4.75; 3) Chad Freitas, EYC, 10; 4) Paul Saitta, SeqYC, 12; 5) Mike Loesch, SCYC, 14. (5 Lasers)

YOUTH — 'A' (under 15) — 1) Jason Martin, RYC, 3.5 points; 2) Robbie Horn, SCYC, 4.75; 3) Mark Pitcairn, EYC, 9. (3 El Toros)

YOUTH — 'B' (under 19) — 1) Nick Nash, RYC, 3.5 points; 2) Patrick Diola, SCYC, 4.75. (2 El Toros)

JR. TEAM RESULTS — 1) RYC, 7 points; 2) SCYC, 9.5; 3) EYC, 13. (Youth Regatta Club Trophy to RYC)

## FALL ONE DESIGN OVERALL (Santa Cruz YC; 6 races):

SC 27 — 1) **Hanalei Express**, Schuyler/Sturgeon, 5 points; 2) **Good Timin**, Gary Evans, 9.75; 3) **Cruzin**, Greg Miller, 25; 4) **Velocious**, G.W. Grigg,

25; 5) **#119**, David Peddy, 27. (10 boats)

MOORE 24 — 1) **Moorgasm**, Hank Niles, 6.25 points; 2) **Adios**, Scott Walecka, 9.5; 3) **Fatuity**, Dave Hodges, 13.75; 4) **Kamikaze**, George Wheeler, 17; 5) **Cadenza**, Bruce Donald, 25. (11 boats)

SANTANA 22 — 1) **US 99**, Barksdale/Samuels, 6 points; 2) **Gypsy**, Fred Molnar, 12; 3) **High & Dry**, Fiock/Field, 14.75. (6 boats)

## ONE DESIGN REGATTA (StFYC; Oct. 22-23):

STAR (Calvin Paige Trophy) — 1) Bill Buchan, Bellevue, WA, 12 points; 2) Eric Doyle, San Diego, 13; 3) Barton Beek, Corona Del Mar, 17.75; 4) Doug Smith, San Francisco, 20; 5) Chuck Lewsadder, Pacific Palisades, 24. (12 boats)

MERCURY (Joe Logan Trophy) — 1) Tim Parsons, Sausalito, 15.75 points; 2) Pax Davis, Fresno, 16.75; 3) Dick Clark, Carmel, 17.75; 4) David West, Mill Valley, 20; 5) Doug Baird, San Mateo, 21. (11 boats)

FINN (Pre-Worlds Tune-Up) — 1) Eric Oetgen, Savannah, GA, 10.5 points; 2) Brian Ledbetter, Bellevue, WA, 14.75; 3) Mark Hermann, Bothell, WA, 14.75; 4) Sam Kerner, 17.5; 5) Larry Lemieux, Edmonton, ONT, 24. (10 boats)

(6 races; 1 throwout)

## Race Notes

Sale boats of the month: Greg Dorland reports that **three more Melges 24s** were sold to Bay Area owners lately: Mike and Carol Stone (*Not the Family Buick*), Alison Dimick and Henry Olson (*Surfeit*), and Dr. Robert Harf (*The Far Side*), who has been campaigning the B-25 *Bloodvessel* for the last few years. Harf, in particular, has an ambitious schedule lined up, beginning with Key West Race Week in January. . . Midget ocean warrior Mike Warren has moved up from his Cal 20 **Culo Bagnato** (which is for sale) to a tall-rigged Ranger 23, as yet unnamed. "It seems huge after the Cal!" he reports.

People in the news: **Kryshia Pohl** of Alameda, now a sophomore at the Coast Guard Academy (New London, CT), won the New England Women's Collegiate Singlehanded Championship over 32 other contenders. . . **John Burnham**, the editor of *Sailing World*, won the IOD Worlds in Northeast Harbor in mid-September — proof that at least some nautical scribes actually know how to race! . . . Stanford sailing coach and U.S. Sailing Team member **Steve Bourdow** came in seventh out of 120 competitors at the Laser Worlds in Osaka, Japan. Boudow beat teammates Andy Lovell (10th), Max Skelley (29th), Scott Milnes (30th) and Nick Adamson (31st) — and currently seems to have the inside track on going to Savannah in 1996.

Is the **ULDB 70** class on the verge of unravelling next summer? In a straw poll,

## BEER CAN FINAL RESULTS

Bloom, 18.25 points; 2) **Grumpy Old Men**, Melges 24, David Wadbrook, 19.5; 3) **Bloodvessel**, B-25, Bob Harf, 19.5. (10 boats)

DIV. B (spinnaker > 181) — 1) **Perezoso**, Excalibur, Laurie Davis/Jeff Nehms, 14.25 points; 2) **Dulcenea**, Coronado 27, John Slivka, 18.25; 3) **Albacore**, Santana 22, David Demerest, 22.75. (10 boats)

DIV. C (non-spinnaker < 180) — 1) **Lone Star**, Serendipity 43, Dave & Jane Reed, 19.25 points; 2) **Lone Ranger**, Ranger 33, Fred Hodgson/Mike Melin, 24.75; 3) **Maybe**, J/29, George Brewster, 28. (10 boats)

DIV. D (non-spinnaker > 181) — 1) **Tackful**, Santana 22, Frank Lawler, 18.25 points; 2) **Huldra/Penelope/Svalen**, Knarr du Jour, Joel Fong, 20.25; 3) **Roeboat**, Catalina 30, Roderick Decker, 30. (12 boats)

(10 races; 2 throwouts)

## St. Francis YC Friday Evening

### Windsurfing Series

1) Skip Boman, 55.3 points; 2) Bill Martineson,

67.8; 3) Mike Trevelyan, 78; 4) Don Lester, 102; 5) Charles Hosey, 105; 6) Denise Horn, 117; 7) Emily Dale, 126; 8) Adam Darriau, 128; 9) James Mott, 129; 10) Kevin Gorman, 144. (38 boardheads)

(11 races; 1 throwout)

## Oakland YC Wednesday Nights

### Sweet Sixteen Series

DIV. A — 1) **Hurricane**, Moore 24, Bill Gorman, 19.25 points; 2) **Logical Switch**, Express 37, Fred Joyce, 35.5; 3) **Full Out**, Merit 25, Steve Zavarone, 42. (17 boats)

DIV. B — 1) **Snow Goose**, Santana 30, Ted Mattson, 17.25 points; 2) **White Satin**, Catalina 27, Steve Reinhart, 22; 3) **Lelo Too**, Tartan 30, Emile Carles, 24.25. (12 boats)

DINGHIES — 1) **Old Yellow**, Laser, Chad Freitas, 10.25 points; 2) **#6576**, Banshee, John Chille, 22.25; 3) **Little Fox**, Laser, Jim Hanck, 39. (11 boats)

OVERALL (A&B) — 1) **Snow Goose**, 17.25 points; 2) **Hurricane**, 19.25; 3) **White Satin**, 22. (29 boats) (16 races; 4 throwouts)



five of the sledmen now want to race the 'real' TransPac, while seven others still want their own race to Lahaina. The former group, including Hal Ward on his new Andrews 70 *Cheval*, feel they have a decent chance to win the Barn Door Trophy with their steeds in 'turbo' mode. "Ha! That would be fine if the TransPac was all downwind," figured Steve Taft. "But after reaching for three days, *Windquest* and *Yamaha* will be so far ahead, the sleds will never catch them."

Meanwhile, Marina del Rey sledmistress **Peggy Redler** has taken over the executive secretary position that Tom Leweck recently vacated. She has a tough act to follow, and we wish her luck sorting out the above scenario, among others.

Speaking of the upcoming **TransPac**, 'ol Granddad is in the process of getting a whole new look for his 38th running next summer. Not only are Whitbread 60s, ILC 70s and mega-yachts invited, but there will also be a doublehanded division for the first time. **Carl Nelson** and John Townsend are planning to take Townsend's MacGregor 65 *Blackjack* in that division, and we're sure there'll be a lot of other local interest. Other proposed format changes: carbon fiber hulls and spars will be allowed, as will asymmetrical kites; advertising will be allowed for an increased entry fee; PHRF boats up to 140 raters will be eligible; and other fairly bold changes. While the sledmen aren't universally happy with these changes, we think it's great to see the TransPac finally wake up, smell the coffee and start to reinvent itself. We'll write this up in more detail as soon as everything is finalized.

Collegiate sailing update: A look at the rankings, which are now available on E-mail every two weeks, shows five California college sailing teams currently in the top 20: UC Irvine (6), Long Beach State (7), Stanford (8), Berkeley (15) and USC (17). For the record, the top five consists of: 1) St. Mary's; 2) Tufts; 3) Navy; 4) Charleston; and 5) Old Dominion. In women's racing, which only ranks 15 schools, Stanford is third behind Tufts (1) and St. Mary's (2). "Our district is really competitive again," claimed Blake Middleton. "**Long Beach** rocketed way up lately on the strength of winning the Stoney Burke, but their two hot skippers — Kirk Gooding and Kevin Tauger — are last semester seniors. **University of Hawaii** is still regrouping after losing All-Americans Morgan Larson and John Myrdal."

**Stanford** is off to a fine start this year: The women's team, led by Alice Manard and Cinnamon Hampikian (who alternated as 'A' skipper) and Gretchen Uznis in 'B' won the

Yale Women's Intersectional over 15 teams in early September. Senior **Charles Meade** beat 30-some Laser sailors to win the Singlehanded PCCs at Newport Beach on October 1-2, which qualified him and runner-up Andy Beeckman (UC Irvine) for the National Singlehanded Championships at St. Mary's on Nov. 4-6. Meade — who's definitely on pace to make All American honors — also just finished second in 'A' at the Navy Fall Intersectional, where Stanford finished fifth out of 20 teams. Fourteen schools duked it out at the **Stoney Burke Intersectional**, hosted by Cal Berkeley on Oct. 8-9 at Encinal YC, with the following results: 1) Long Beach State; 2) Irvine; 3) Stanford; 4) Berkeley.

Shallow water, kelp and concrete: This year's **22nd Annual Sir Francis Chichester Circumnavigation of Alameda Race**, held September 25, attracted an enthusiastic fleet of 38 Lasers, 5 Laser IIs and 3 Bytes. Sponsored by Encinal YC and Seabird Sailing, the offbeat event challenges competitors to figure out the fastest way around the island, as well as how to best negotiate four low bridges. The majority of the fleet headed down the Estuary first, benefitting from the beginning of the flood. **Blake Middleton** led the Laser fleet home in just over four hours despite "twanging" his mast on two bridges. He was followed by Simon Bell, Rufus Sjoborg, Kimball Hall and Bart Harris. Wrong-way Laser honors went to Patrick Whitmarsh; first Laser II was Brent Harrill/Brendan Richards; top Byte was Michele Logan. "The cluster of Lasers that formed under the first bridge was one of the funniest things I've ever seen in sailing," claimed Blake.

Treasure hunt: 59 boats competed in San Francisco YC's **Around the Island Race** on Oct. 15 — which has got to be some kind of modern-day record for participation in a clubmember-only race. Due to parking lots in the 14-mile course around T.I. and Angel Island, the low-key PHRF race turned into a benefit for little boats. The top three finishers, all pygmy-sized, were: 1) *Seebar*, Electra, Dennis Brewer; 2) *Amante*, Rhodes 19, Kirk Smith; and 3) *Puff*, Cal 20, Jerry Leth. There were the usual friendly wagers on the race, apparently involving amounts high enough to report to the IRS — so we can't tell you who the *real* winners of the day were.

Best in the country: Benz Faget, representing New Orleans YC (Area D), won the 1994 **Mallory Cup** (U.S. Men's Sailing Championship) in Oklahoma City at the end of September. Coming in seventh in the 9-boat J-22 event was Area G's **John Gil-**

**mour**, with crew Vicki Gilmour (wife) and Jim Wondolleck. . . Brothers Russell and Allan Robinson of Maine, the national 110 champs, won the **U.S. Sailing Champion of Champions Regatta** for the second consecutive year, this time beating a record 22 entries. The regatta, held Oct. 6-8, was sailed in JY 15s in Stonington, CT. The only California entries were JY 15 champs Will Graves/Lisa Griffith (San Diego), who came in second, and Lido 14 champs Chris Raab/Rob Lindley (Cardena), who were ninth.

Going to Disneyland: Robert Hughes of Macatawa Bay YC (Area K) won the U.S. Sailing Offshore Championship for the **Lloyd Phoenix Trophy** at Long Beach YC in early October. The 5-race series, which included a 28-mile distance race, was hosted by Disneyland and sailed in the Congo Cup Catalina 37s. Bud Richley (Newport Beach) was second, while Mark Reardon (Corona del Mar) was third. Santana 35 sailor **Mike Creazzi**, representing Area G (that's us), had a difficult regatta (PMS,6,6,PMS,7), finishing tenth.

Cerveza circuit: Eight ULDB 70s and three California 50s are poised to start the new short and sweet **San Diego-Cabo San Lucas Race**, hosted by Southwestern YC on November 11. Roy Disney's SC 70 *Pyewacket* will be looking to wrap up the season title, but her talented crew (son Roy Pat Disney, Gregg Hedrick, Robbie Haines, Mark Rudiger, Doug Rastello, Ben Mitchell, Dee Smith and Bill Jenkins) will have to keep a close eye on Peter Tong's SC 70 *Orient Express*, which could win if *Pyewacket* somehow stumbles under pressure. Other sleds entered are *Mongoose*, *Kathmandu*, *Grand Illusion*, *Victoria*, *Swiftsure* and *Cheetah*. The three 50s involved are *Aldora*, *Stealth*, *Chicken* and *Pressure Cooker*. All three 50s will be well sailed, and this too promises to be a terrific battle. Are blue boats still faster?

On the subject of California 50s, seven of these craft competed in the **Kenneth Watts Perpetual Trophy Regatta** at the Los Angeles YC on October 15, with Kirk Wilson's SC 50 *Baywolf* taking the Gold Fleet and Evan McLean's Andrews 56 *Cipango* topping the Silver Fleet (and taking overall honors). It was the season finale for the new class — overall results next month.

Gold rush: **Jeff Madrigali** and his SOC '96 buddies Jim Bob Barton and Kent Massey dominated the **Fall Soling Bowl** in Annapolis late last month, defeating number two ranked Dave Curtis and a 16-boat field in light air. Though currently ranked number three (behind the late Larry Klein and Curtis), Madro has been the top American in every Soling regatta he's sailed lately, and will probably be ranked number one in next spring's rescoring. "Our new boat seems really, really fast!" claimed Jeff.



# CHANGES

With reports this month from **Saga** on the Broken Surfboard Tacqueria in Cabo San Lucas; **Sea Bear** cruising from New Zealand to Australia; **Tropicbird** on trucking a 40-footer to the Gulf Coast; **Quluda** on troublesome ship's agents in Colombia; Las Alas on battling food poisoning in Mexico; **Piper** on the Philippines and other parts of their four-year circumnavigation; an invitation to cruise **New South Wales**; **Stella di Mare** on sailing from Santa Cruz to Panama; fund-raising for **Arnold of Rarotonga**; and **Cruise Notes**.

## Saga — Pearson 35

**Tom & Karen Morales Potter**  
**The Broken Surfboard Tacqueria**  
**(Cabo San Lucas)**

My husband Tom and I have been cruising aboard our Pearson 35 Sage since March of this year. We didn't arrive in Cabo until late April, and we enjoyed the warm weather so much that we decided to take it easy and spend the summer in the Sea of Cortez. This November we'll resume the journey that will eventually take us to Jamestown, Rhode Island.

This is our first long cruise, and so far we've had a wonderful time exploring the Sea and meeting some really great people — cruisers and Mexicans alike. In fact, the Mexican people are the point of our letter.

While in Cabo, we came across a small restaurant called the Broken Surfboard — or officially, the Tacqueria San Lucas. Rosa, our waitress, was so warm and charming that we found ourselves returning again and again.

Rosa has an out-going, mischievous and spunky manner that is hard to resist. She

cooking, we knew we were in for a treat.

Before long, we started calling the Broken Surfboard Rosa's, and as the days passed, we found ourselves getting to know Rosa and Oty on a more personal basis. We learned that Rosa's sister Lucina — who is married to a gentleman named Phil from Canada — actually owns the restaurant.

We were invited to a family party at Lucina and Phil's one evening, where we got to meet other family members and enjoy a great BBQ. Later, we went over to Javier's house — he's Oty's brother and has a beautiful daughter named Celia who just turned four. The birthday party for the kids had already ended when we arrived, but Javier's wife offered us dinner and drinks.

These were the kind of personal experiences we were hoping to have on our trip, and we've been having great luck in finding them. Rosa, Oty and their families have shown us the warm and kind spirit of the Mexican people. We plan on returning to Cabo on our way south just to visit them again.

If any of this year's group of cruisers needs to find a place with excellent food and great service, they should head for the Broken Surfboard Tacqueria and ask for Rosa — and make sure Oty is cooking that day! The Broken Surfboard is located at Hidalgo and Zapata Streets, in downtown Cabo, past the glitz and glitter of the new highrises. Remember to tell Rosa and Oty that 'Tomas and Karina sent you', and also tell Rosa "Te portas bien!!"

— tom & karen 9/16/94

Tom & Karen — The Broken Surfboard Tacqueria, which opened in 1973, was the third restaurant in Cabo. We have fond memories of the place from our first visit back in 1978, when Cabo was little more than a village and Hidalgo St., being part of Highway #1, was the only paved road. Back then you could get 'Pan Frances' — French Toast — with an egg and orange juice for less than a buck.

As anyone who has recently been to Cabo can attest, things have changed a great deal in the last 15 years. Cabo is now a big-time resort, and Hidalgo is just a side street. Yet the Broken Surfboard Tacqueria, we're

happy to report, endures. Although it's been painted and modernized a little keep up with the times, it's still the place we return to for a bit of 'old Cabo'.

As we go to press, we've received word that the Broken Surfboard will be home for Karen's Cabo Cruiser's Club. As such, it will be the base for the Cabo Cruisers' Net and all the other services and information she provides.

The Broken Surfboard will also be where cruisers can finish — and sign-up — for Latitude's annual Some Like It Hot rally. You know, the one in which the skipper is awarded the distinctive neon green Some Like It Hot shirt with the giant green chili on the back, for having sailed from California to Mexico.

For details on the Cabo Cruisers' Club and the Some Like It Hot Rally, see this month's Cruise Notes.

**Sea Bear — 39-ft Steel Cutter**  
**Pete Passano & Bob Van Blaricom**  
**New Zealand To Oz**  
**(Tiburón)**

While spending the South Pacific typhoon



KAREN MORALES POTTER

Karen of 'Saga' with her good friends Lucina and Oty of the Broken Surfboard. The tacqueria is home to the Cruising Club and 'Some Like It Hot'.

also provided excellent service along with her co-worker and cook, Oty, who was equally warm and friendly. When Oty was







BOTH PHOTOS BOB VAN BLARICOM

**Tanna Island's Port Resolution, complete with snug harbor, hot springs, and erupting volcano. Inset: 'Sea Bear' hauled at Niesau Marine, Fiji.**

season in Kiwiland, Pete, my wife, Jane, and I had a delightful six weeks of coastal sailing during January and February. By April, *Sea Bear* was ready for more tropical island cruising. Pete provisioned the boat and shoved off from Opuia on April 27 — somewhat ahead of the cruising mob — with a couple of Swiss friends as crew. I would be joining the boat later. A fresh southwest wind blew them to Minerva Reef in only six days; unfortunately, it kept on blowing so hard that it really wasn't possible for them to enjoy the great diving at Minerva.

After three days they decided to head for Fiji. Except for shipping a 'big greenie' down the hatch and into Pete's bunk, they had a great 2½-day run under stormtrysail and #4 jib to the anchorage at the Royal Suva YC. There were only three cruising boats at anchor when they arrived; within two weeks the number had risen to 23.

*Sea Bear* spent the month of June cruising in the interesting waters of Fiji, including the islands of Ovalau and Vanua

Levu, before moving through Bligh Water and down the west side of Viti Levu to Lautoka. On July 2, I joined the boat for three months of cruising between Fiji and Australia. After a quick haul-out at Niseau Marina, we shoved off for Vanuatu.

There was plenty of breeze for the run to Santo Island in the north of Vanuatu, and we knocked off the 525-mile distance in only 3½ days. The anchorage off Luganville is not the best, so we only stayed a day before moving 12 miles north to lovely Palikulo Bay. The Santo YC maintains a little spot on the beach at Palikulo Bay, complete with BBQ, water, shade and garbage pick-up. We were exploring a big old wrecked tugboat on the beach when a 7.4 magnitude earthquake struck. The wreck rolled around and shed a ton of rust — while all of us just about went into cardiac arrest!

We proceeded south to Malekula Island, home of the last recorded cannibal feast. Most of you probably think the last 'long pig' feast was 100 or 200 years ago, but it was actually in 1967! Our favorite stop here was a small anchorage on the southwest coast, Caroline Bay, which we were able to enter because of the smooth sea and fine weather prevailing at the time. We were apparently

the first American boat to have ever entered the bay, and were treated like honored guests. Our visit reinforced our opinion that the Vanuatians are just about the sweetest people on earth. Although rather shy, they're friendly and courteous.

Port Vila, a compact and charming little city with a lovely anchorage and a good yachtie hangout at the Waterfront Bar, is a different world from the islands. Our visit to Port Vila included enjoying the week-long Independence Day celebrations, entering the Independence Day Regatta, taking a side trip to Havannah Bay, and driving around the island to careen *Sea Bear* on the beach so we could change the sounder transducer. We also said goodbye to Pete's daughter, Paige, and her friend, Greg, who had sailed from Fiji with us.

While in Vanuatu we made a short cruise to Tanna Island. It was a bit of a nuisance because you have to backtrack to Port Vila in order to clear out, but it was still well worth the extra slog to windward. There is an excellent landlocked anchorage at Port Resolution which isn't a real port, but rather a lovely little bay with hot springs on the beach and easy access to Mt. Yasur, the fantastic active volcano. We took a truck almost to the top of the mountain, and stood on the edge of the crater while Volkswagen-sized blobs of lava — accompanied by frightening explosions — were thrown hundreds of feet into the air. If you ever get the chance to see it, you sure don't want to miss it!

One night the wind changed and caused

BOB VAN BLARICOM



**Sorunda Bay, Santa Island, Vanuatu, is about as close as you can get to 'Sleepy Lagoon'.**

the boat to get coated with a thick layer of gritty dust from the volcano, with some ash even finding its way belowdecks. We still



# CHANGES

wouldn't have missed visiting the volcano for anything!

The passage to New Caledonia was a 2½-day punch to windward. We entered through the surrounding reef at Havannah Pass at night without difficulty, and dropped the hook — unofficially — at Baie de Prony. We continued on to Noumea the next morning to check in. We liked New Caledonia immediately; it's a nice combination of modern conveniences in town and great cruising inside a barrier reef between the various anchorages along the coast.

We sailed out to the Isle of Pines, but unfortunately the weather decided to turn windy and squally, so we didn't see it at its best. We did enjoy many other fine anchorages in the Baie de Prony and Ile Ouen area along the south coast, however. After picking up our friend Jim Algert in Noumea, we sailed on up the west coast to Baie St. Vincent and enjoyed exploring the many arms of this large shallow bay. There was nary a boat in sight.

On September 9, we headed for Australia and had a smooth 5½-day passage with nice breezes on the beam. In spite of stories to the contrary, we had an easy entry and were met by pleasant officials upon our arrival at the Customs dock on the Brisbane River. The sail up the river to the city of Brisbane is a delight, and upon arrival *Sea Bear* found a splendid mooring between pilings off the Botanic Gardens right in the heart of the city. Brisbane is a lovely little city, and we had a grand time exploring it and a bit of the surrounding countryside during our week there.

We had reserved time for some coast hopping toward Sydney and stopped at seven ports — each quite different and interesting. Most of the small harbors have shallow bar entrances, so decent weather is necessary to enter in safety. We crossed the bar at Port Macquarie nervously one midnight and got caught by a breaker which came over the stern, giving *Sea Bear* a goose. Otherwise we had no trouble. Our favorite harbor was Camden Haven, a lovely little town on a small river. There we found a friendly Aussie with a machine shop in his garage. He fabricated a new water pump shaft for "Tu Lung Bang", our Chinese diesel engine.

We thought cruising the coast of Australia was fine, and it climaxed wonderfully on October 5 with our entry into the spectacularly beautiful harbor at Sydney. We



Charming Camden Haven, 'Sea Bear's' favorite harbor along NSW.



temporarily took a berth at the Cruising YC at Rushcutters Bay, where I bid a fond goodbye to *Sea Bear*, having sold my half to my partner Pete. In all, it was a great cruise in the Pacific, in a boat which was perfect for the job.

P.S. Most Californians aren't familiar with the weather conditions in Vanuatu and New Caledonia, so I feel it's worth noting that Vanuatu and New Caledonia are not the tropics. When we arrived at Vanuatu, it was cool, meaning we had to wear long pants on cloudy days and use blankets for sleeping at night. It was a lovely change from the tropics, however. But New Caledonia was the big surprise, as it was cool enough to require wearing sweatshirts! The water around New Caledonia was too cold for swimming, which was a shame because it's so clear.

— bob 10/18/94

**Tropicbird - Wilderness 40**  
**Leslie C. King III**  
**Trucking Southeast**  
**(Santa Fe, New Mexico)**

*Tropicbird* took an interstate cruise from San Diego on the I-9 and I-10 'canals' to

*Spread; A wreck on the reef near Baie St. Vincent, New Caledonia. Inset: A splendid berth off Brisbane's Botanical Gardens.*

Houston last month. My *Wilderness 40* is bound for Florida and the Yucatan. For other folks interested in taking their boats overland toward those destinations, I've some information I'd like to share.

The prices I was quoted for trucking my boat from San Diego to Houston varied greatly. The high bid I received to transport my boat — with a LOA of 38'6", Beam of 12' 6", and Draft of 6' 7" — was \$4,850. This price did not include loading and unloading costs.

I finally used L&M Transportation, which managed to get *Tropicbird* a ride to Houston for just \$1,762. That works out to about \$1.10/mile.

L&M is actually a brokerage service; they post a list of available loads, with their size and quoted prices. Independent trucking companies then comb the list to fill otherwise empty trucks. Wise Trucking — which picked up *Tropicbird* — had just delivered a stack of new powerboats from the Florida builder to a dealer in California. They used L&M's list to locate our 'load' for the run to Houston. In Houston they picked up another yacht for the trip to Florida.





ALL PHOTOS BY BOB VAN BLARICOM

until the first thing on Monday. Based on our experience, plan on another \$350 to get the boat splashed and rerigged — and another three person/days to get everything hooked up and in running order.

Sailing in the Houston area centers around Clear Lake, which is south of Houston on Galveston Bay — and not very attractive. But is it ever hot and humid — liveaboards all have on-deck or reverse-cycle air-conditioners! I didn't like the mosquitoes in Rangiroa in 1993 when we made that trip with the old *Tropicbird* — a Dufour 27 that was part of the Mexico Class of '92-'93 — but the ferocious Clear Lake mosquitoes are much worse. We splashed on Monday and by Wednesday had fitted screens on all the hatches and opening ports.

All of this coast — including Galveston Bay — is shallow with murky water. There are wells, rigs, pipelines, and pilings everywhere in the bay as well as offshore. *Tropicbird* would need a shallow wing keel if she were to stay in the area. In order to leave, we've even had to install a depthsounder. She never needed one as the former *Mac-Pac* when she raced in San Francisco Bay and off Santa Cruz.

These criticisms aside, for a West Coast sailor bound east, Clear Lake is a good place to be relaunched. Houston is the closest launch point in truck miles. New Orleans, the next yachting center, is 350 miles and \$400 farther. And the prices at Clear Lake seem to be 25% less than in Southern California, perhaps reflecting the lower rents, taxes, wages, and insurance. Slip fees on a transient basis range from about \$4 to \$6 a foot. Whatever you might need for a refit can be found at the local West Marine.

Heading east from Houston, you have two choices: you can sail about 100 miles offshore to get clear of the oil rigs and structures and then turn east, or you can power through the Intracoastal Waterway to New Orleans and then become a sailboat again. We are going to try the Intracoastal and will report how it turns out.

P.S. L&M Transportation can be reached at (800) 851-9540.

— leslie 9/15/94

**Quluda — N/A**  
**John Grant**  
**Colombia**  
**(Quarda Island, Canada)**

Little information seems to be available to cruisers on the formalities of checking in and out of Colombia. Our experience in Cartagena — an increasingly popular stop for both Europeans and North Americans — may be helpful to those contemplating a visit to this delightful city.

Norm Bennett's Club Nautico is currently the place of choice for mooring. The many good reasons include showers, telephones, excellent and inexpensive food and drink, as well as the proximity to the main parts of old Cartagena. The city — being an amalgam of fort, colonial town (a UN World Heritage site) modern business/tourist center, and *barrios* — can soak up almost as much time as cruisers care to devote.

Those who don't wish to berth at Club Nautico can anchor out.

Colombia doesn't require that visitors obtain a visa prior to arrival. Bennett has, however, rented facilities to a firm of ship brokers on the Club Nautico premises. At first blush, this would seem to be advantageous to cruisers. For an initial cost of \$60 US, the agency can get you a visa good for three months — and you'd be foolish to get one for any less time. It's a flat \$60 charge, no matter if you are a singlehander or one of many aboard a large, crewed yacht.

When we arrived in Colombia this past summer, the initial fee also included permission for the boat to be in Colombia for three months. That, however, has now

*In the Caribbean, at least, French officials are the nicest and most helpful, and the French islands assess the lowest fees.*



Two factors — beam and 'loaded height' — have the greatest effect on the cost of trucking. Boats with a beam in excess of 12 feet or those more than 14' 6" off the ground when loaded require an escort car. That greatly increases the expense. With a 12-foot beam and a loaded height of 14' 3" — with our rails and stanchions still on — we just squeaked in at the cheap rates.

Getting *Tropicbird* ready to be loaded was time-consuming but not difficult. The turnbuckles needed to be loosened, and all the mast wires and attachments disconnected. Dodgers, dinghies, outboards, barbecues, and solar panels had to be stowed below. On some boats the lifelines and pulpits would have to be removed to keep the height down. I'd figure on two or three person/days to get the boat ready, and then a few hours to get her loaded. It cost \$400 to have the spar removed and then be Travel-Lifted onto the truck.

Since deregulation, independent truckers scramble to get to the destination and be unloaded and then on to the next job. *Tropicbird* was loaded in San Diego Thursday afternoon, and was outside Houston Saturday morning trying to get to the yard before it closed at noon. She got to the yard an hour late, so she wasn't splashed



# CHANGES

changed. That change, coupled with the fees charged by the ship brokers, will be of interest to anyone planning a stop in Cartagena.

The check-in/out procedure now requires a visa from DAS, the immigration authority in Colombia, and a *permiso*, or *Acta da Visita*, from the navy — more accurately the port captaincy. Regardless of what the agents at Club Nautico might claim you can or cannot do for yourself, the reality of the situation is as follows:

1) You may go ashore while 'in quarantine' and visit the DAS office to obtain your visa directly — without the need of an agent. Whether you'll still be required to pay a fee to the ship broker at Club Nautico hangs in the balance at present. The DAS fee for the maximum of three months is the equivalent of \$15 US.

2) You may obtain extensions of that visa for periods of not more than one month for the same fee. If you use the ship broker at Club Nautico, they'll charge an extra \$5 — although you'll have an impossible time trying to get them to break out their charge from the fee itself.

3) The Port Captain refuses to deal with 'drop-in' clients — which we suspect means visiting pleasure boaters. You must,

for their services. As best we can determine, the agents at Club Nautico charge \$5 US each time there is anything that deals with a passport and for a visit to the Port Captain.

4) In a letter dated August 24, 1994, the Port Captain — quoting some authority from five years ago — has decreed that the initial *Acta* is good for only two months and that subsequent renewals will be good for only one month. You must, of course, use agents for each visit to the Port Captain. I have read his letter confirming this matter, but have seen nothing that confirms his 'no drop-in' policy.

The result, of course, is something that doesn't particularly help the cruising kitty. Indeed, the policy seems to exist solely to help local ship brokers, most particularly those with an 'in' at Club Nautico. And we have information that this situation did not arise from normal bureaucratic bungling or happenstance.

The result is that Colombia is the most expensive country we have yet visited in the course of a three-year cruise from the West Coast of Canada to the Caribbean. Indeed, it's twice as expensive as the next one down the list.

If you choose to leave your boat in Cartagena for hurricane season and fly home, you will have to retain a well-greased ship broker to continue to deal with the Port Captain's paperwork needs during your absence. The one advantage of flying home is that when you return to Colombia, you will be able to obtain a free three-month visa from the DAS agents at the airport!

— john 9/11/94

John — While such fees and the requirement that you use an agent may seem unusual when coming from Mexico and Central America, you should probably get used to it as you move further east. Fees and agent charges in Venezuela, for instance, can be outrageous by comparison. By the way, if you pull into Puerto La Cruz and are met by a ubiquitous red-haired agent named Abdul, take our advice and head the other way as fast as you can. If he was in Saudi Arabia, his hands would have been chopped off.

Other places like the Grenadines, Anguilla and the British Virgins will make you aware of just how great a difference there can be in government and agent's fees. Sometimes there are no fees and no agent is required; other times you virtually must have an agent and the government fees are quite dear.



*Cartagena is one of the most interesting, popular — and safe — cities in Latin America. But as with most Latin countries, there can be annoying fees.*

therefore, have a ship broker obtain both your initial *Acta* and any subsequent renewals. Naturally, all of the agents charge



*By the way, checking back into the United States at San Diego isn't always such a bargain, either. Not after you've paid the \$25 custom fee and another big chunk for the Customs guy to drive out from the airport.*

## **Las Alas — 40-foot Tri Tulsi and Tom Milleken Battling Montezuma's Revenge (Dana Point)**

With the winter cruising in Mexico about to begin, we'd like to offer our remedy to the ongoing problem of 'Montezuma's Revenge'. I first tried this remedy several years ago while cruising Mexico with my husband aboard our 40-foot trimaran *Las Alas*.

We'd cruised for six months with no problems until we headed north again. With our boat anchored out, we'd gone into San Blas for dinner. Later that evening, my husband became violently ill. He had diarrhea and vomited all night. By morning he also had a high fever. I was quite concerned about this because he was too sick to take aspirin.





LATITUDE 38/RICHARD

**Dining out in Mexico is a real treat — although sanitary conditions are not up to U.S. standards. Plenty of lime juice helps kill bacteria.**

As I sponged him down, I tried to figure out what I would do if he needed a doctor. One problem was that the engine was already off the dinghy and stowed on the boat. It was too big for me to handle alone. Then I remembered I'd read about food poisoning the previous day in *Folk Medicine*, and old book we carry onboard, by D.C. Jarvis, MD. Jarvis mentioned that apple cider vinegar will destroy bacteria in the digestive tract — which is what we are usually dealing with in Mexico when we're talking about 'Montezuma's Revenge'. Bacteria is also the culprit in most types of food poisoning — which I believed my husband was suffering from.

Having used Dr. Jarvis's remedies for years, I always travel with apple cider vinegar — although not the Heinz brand. For medicinal purposes, you need vinegar from whole pressed apples, which is available at health food stores. My personal favorite is

Hain's brand of raw unpasteurized apple cider vinegar. The only other brand I've seen in California that can be used for medicinal purposes is Sterling, which is more expensive.

In any event, I mixed one teaspoon of vinegar with a glass of water, and gave my husband one teaspoonful of the mixture every five minutes. When there is vomiting, the patient shouldn't attempt to drink a whole glass at once since the stomach will not accept it. A teaspoon or small sip, on the other hand, will usually stay down.

It can be tedious to administer, because it can take a vomiting patient up to four hours to swallow it all. When the first glass is empty, you should prepare another, but increase the dose to two teaspoonfuls every five minutes. This will add about two more hours onto the treatment. When that is gone, a third glassful should be prepared and taken in one small swallow every fifteen minutes.

If the treatment is administered all day, by supper time the patient can usually eat a meal of easily digestible food. Dr. Jarvis suggests that a glass of the mixture be taken for the next two to three days at each meal to

continue bringing the stomach and bowels back to good health. For those who don't have this type of vinegar on hand or if for some reason the body will not accept it, try taking a small glass of apple juice. It might help.

I began giving my husband teaspoonfuls of the mixture while still sponging him down. After I started the treatment, he never vomited again and only had diarrhea one more time. The problem thus became the fever.

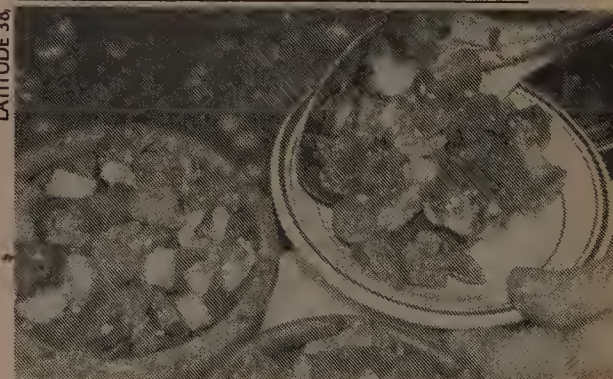
About an hour after he'd ceased vomiting, I fed him some applesauce and a banana. He was able to keep this down, so I gave him an aspirin. A half hour later he still hadn't vomited again, so I gave him another aspirin. His fever broke soon after and he slept all day without any more unpleasant symptoms. Twice a day I shook him awake to give him two glassfuls of the vinegar mixture. I didn't give him a third because he didn't seem to need it.

That evening he ate a light meal, went to sleep and woke up feeling fine. We departed San Blas the next day and continued north. As I mentioned previously, administering such treatment is a tedious process and having someone to spell you for awhile would sure be nice. Either way, just do it with love and expect the best.

I have used this remedy on one other occasion for food poisoning, with similar good results. My son went to Bali on a surfing safari, so I gave him a plastic bottle with vinegar just in case. Our son didn't get sick, but a friend did. He tried the vinegar remedy and reported that it worked great.

I have suggested this remedy for diarrhea

LATITUDE 38



**Salsa doesn't just taste good, it can also help ward off 'tourista'.**

alone and also for flu symptoms. In most cases it has worked well. I know what it's like to be out there without medical care readily



# CHANGES

available. So I hope this remedy works for other cruisers as well as it did for us.

These days we're daysailing aboard our Ericson 29, but we're scouting catamarans for a new cruising adventure. For those cruisers who remember *Las Alas*, she's now sailing the Japanese islands — as a charter boat!

— tuls and tom 9/15/94

*Tulsi & Tom — In Mexico — where folk medicine is the primary form of treatment — the cures for 'La Turista' are the blossom of the nopalea cactus, eating small bits of cooked armadillo breastplate, papaya seeds, epazote, Coke and corn starch, and garlic.*

*Mexicans also eat chilies to prevent the 'trots', as they supposedly aid digestion and kill bacteria and parasites.*

*In addition to being good for wounds, bites, stings and infections, lime juice is also believed to have good anti-bacterial properties. So as Phil of Los Pelicanos advises: "Use fresh lime juice liberally on all food, both for taste and safety."*

## **Piper — Shannon 38 Bob and Curlie Engdahl Cruising the Philippines (Chicago)**

"I'd like to read more about cruising in the Philippines," a reader wrote to us a few months back. That prompted cruisers-in-transit Bob and Curlie Engdahl to contact us.

"The reason only a few cruising boats visit the Philippines," advises Bob, "is because it's

cruised the Philippines for three weeks last year was because they hadn't gone the 'right way.' Bob and Curlie, who are about nine months shy of completing a circumnavigation, have sailed from west to east and thus against the prevailing winds. "We had no real desire to visit the Philippines," says Bob, "it just happened to be on our way."

As such, it was just one more aspect of an unconventional cruise that started from Wilmington, North Carolina — though the Engdahls still call Chicago home — in 1980. They cruised up the east coast, the Chesapeake and the Susquehanna River into the Great Lakes, then down the Mississippi. From there they jumped over to Europe, cruising as far north as Finland before dipping back down to go through the Dutch canals into the Med. Then it was through the Suez and down the Red Sea, beating most of the way with a malfunctioning engine. Indian Ocean stops included Djibouti, Kenya, Chagos and Malaysia.

By the time they cleared into the Philippines in Puerto Princesa on Palawan, they had learned the first lesson about cruising in Southeast Asia: to clear into anyplace, you have to show officials that you have cleared out of the last country. This presented a bit of a problem in Thailand. They had come from Chagos — 'B-I-O-T' in cruising lingo, for British Indian Ocean Territories — where their passports had simply been stamped.

"It took a long time for them to sort that one out," says Bob. "Our guy had to ask his boss, who had to ask his boss. Finally, they asked where we'd been before that. When we told them the Seychelles, it only made matters worse. They didn't seem to know where that was."

Once 'entered' into the system, however, succeeding entry in and out of various ports was easy. It cost \$80 to clear into the Philippines, and about \$40 to clear out.

By then, they'd become used to another aspect of cruising Indian Ocean and Asian ports: There are next to no facilities for yachts. You anchor out everywhere and dinghy ashore. The couple never got water out of a hose from the time they entered the Red Sea until the time they got back to San Francisco. Fortunately, the Engdahls have several water catchment systems on *Piper*, as well as a watermaker.

As with most cruisers, the Engdahls found the most engaging aspect of the Philippines

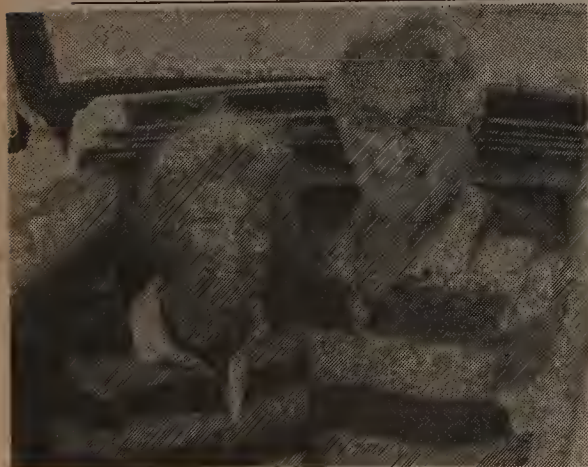


was its friendly people. Pulling into any anchorage, they would be greeted by locals who'd row out to sell their wares — fish, fruit and so on. Sometimes they'd do business this way, but the vendors were never pushy. "They'd take 'no' for an answer," says Bob.

In any of the seven Philippine stops the Engdahls made over a three-week period, they always found at least three or four other cruising boats. About half were American, half were "everything else."

They especially liked the smaller stops, and recommend avoiding the larger cities like Cebu, from which they cleared out of the country. The one exception to this rule is Puerto Princesa, which is a relatively clean, safe city — and a good one at which to provision.

It's necessary to watch the tides in the Philippines. The Engdahls learned this the hard way when they awoke one morning to find *Piper* lying over on her side. They'd grounded briefly during the previous night, and once afloat, the wind had pushed the boat over a shallow shelf. "When the water was all the way out, the boat was lying over at 22 degrees!" says Curlie. "Men were



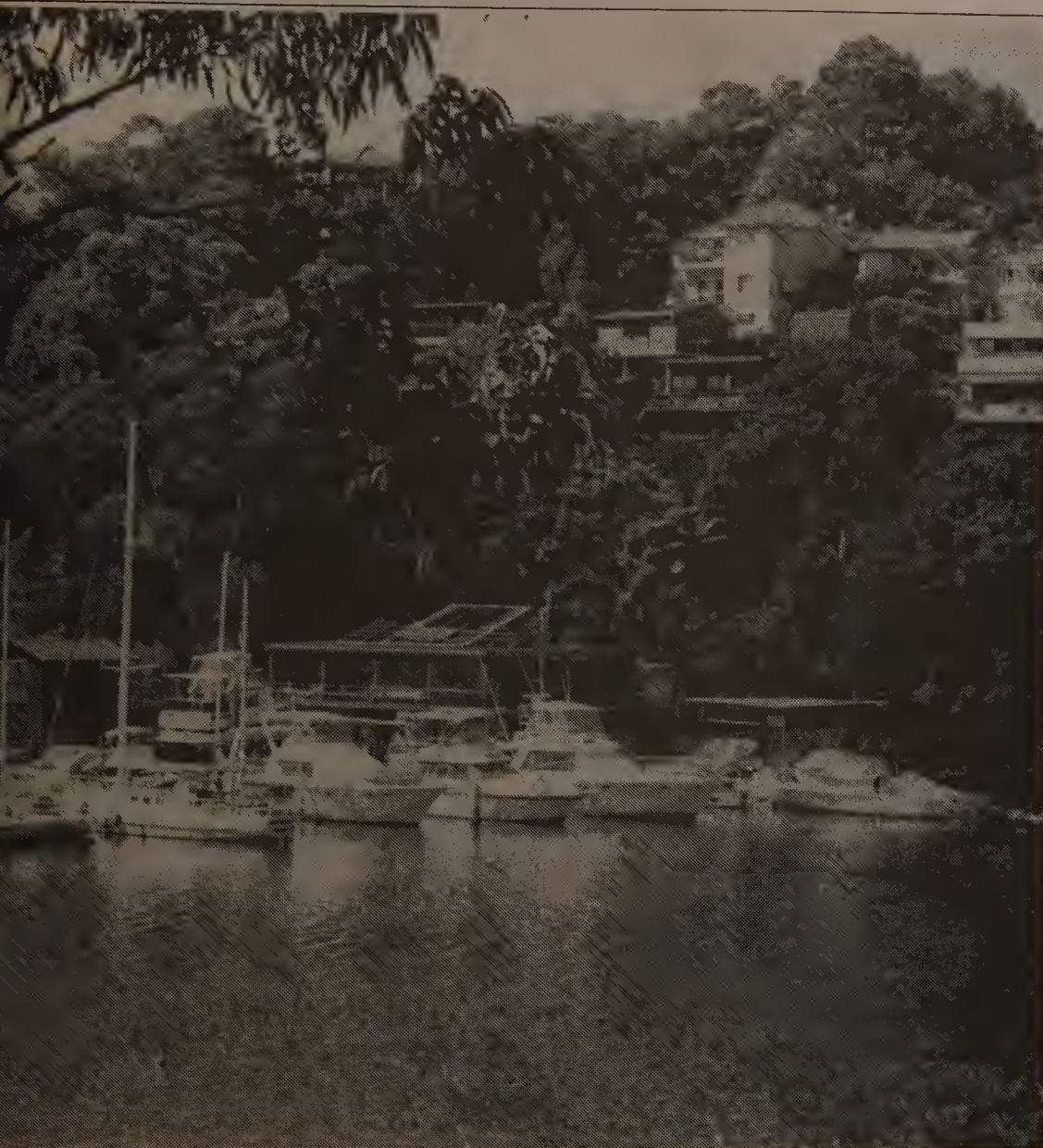
LATITUDE 38/R

*Bob and Curlie loved the people of the Philippines, especially those in the smaller towns and villages.*

off the beaten track." At least for those on typical downwind circumnavigations.

One of the main reasons the Engdahls





FRAN RABBITTS

*It's hard to imagine such a bucolic anchorage just 10 minutes from the heart of throbbing Sydney.*

wading around the boat on the way to go out fishing!"

Possibly the biggest obstacle to happy cruising in the Philippines, however, are typhoons. Although typhoon season officially runs from June through October, the Philippines has had years where it's been hit by a typhoon every month of the year! Fortunately, the Coast Guard runs an excellent monitoring system accessible through SSB channels 6501.0 and 13089.0. They give prognoses for the development of lows, and project ahead 72 hours whenever one of them becomes a tropical depression — or worse. "Whatever you do, don't listen to Manila radio for updates," warns Bob. "They give you about 10 minutes notice."

Fortunately, there are literally hundreds of hurricane holes in which boats can take shelter. *Piper* never had to use one during her stay there, which Bob considers fortunate in more ways than one. "I heard from other cruisers that much of the damage to boats comes not from the wind, but from all the

fishing boats with weak or ineffective tackle that jam into the hurricane holes. They all end up blowing into each other."

The Pilot Book has a complete listing of all hurricane holes and much other pertinent data on the Philippines. The Engdahls supplemented its information with Philippine charts, which run \$2.50 apiece (remember when ours were that price?) and — after their grounding — a tide table book for \$5.

*Piper* made only one more foreign stop after the Philippines, an unscheduled one at Chi Chi Jima, a tiny Japanese Island whose claim to fame is being the place where George Bush was shot down during World War II. Though not a normal point of entry, the locals were very cordial and helpful in repairing the engine trouble the Engdahls were having. In the two weeks they spent there, they found the island to be beautiful and quaint, if a little inconvenient.

"There was no bank, so we couldn't get a VISA advance, and no money changer," says Bob. "There is also no airport. Everything — including food — comes over on a 28-hour ferry ride from Tokyo each week. And of course all the bread is gone the first day."

From Chi Chi Jima, it was 4,620 nonstop miles on the Great Circle route to San

Francisco. The 46-day passage put them under the Golden Gate on August 1, where they sailed into a surprise welcome-home party. Daughter Cynthia, who lives in Larkspur, arranged for brother Donald and his family to come out from Connecticut and sister Susan and her family from Phoenix, to be on hand to welcome Mom and Dad home. "It was wonderful to see them all," says Curlye.

*Piper* was due to depart the Bay Area in mid-October. The Engdahls will stop briefly in Mexico, then it's on to Panama and the last leg of their circumnavigation. One dream is to complete the 15-year once-around in Florida on their 50th anniversary, which occurs May 23, 1995. But they've been cruising long enough to know setting itineraries is risky business.

"June will be close enough," says Bob.

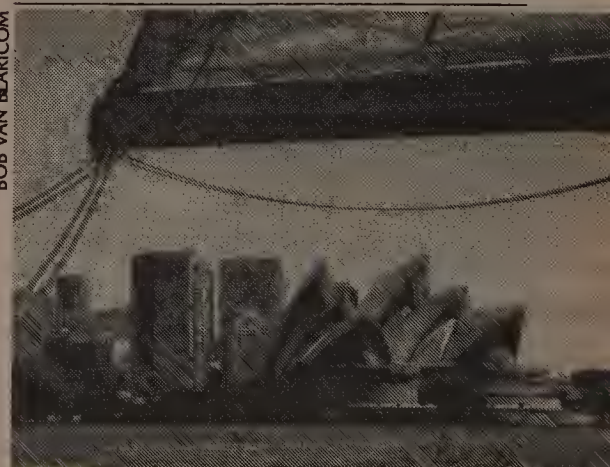
— latitude 38

## **Cruising Kangarooland Fran Rabbitts Welcome To New South Wales (Sydney)**

Now that Sydney has been chosen as the venue for the end-of-the-century Olympic Games, New South Wales is becoming increasingly geared toward welcoming international cruising yachts. N.S.W.'s sparkling 500 km stretch of sand and sun bordering the Pacific Ocean not only encompasses Australia's biggest and most exciting city, Sydney, but also includes a wide variety of other safe anchorages of value and interest to yachting folks.

As the name implies, N.S.W. has the distinction of resembling the beautiful coastline of Wales in Britain, but it has the *The folks of New South Wales want to welcome visitors to their region — including visitors aboard cruising boats.*

BOB VAN BLARICOM





# CHANGES

added advantage of warm southern winters and temperate summers. Day temperatures during N.S.W.'s winters — which in the southern hemisphere is the hot season — can reach as high as 25°C, with 20°C not unusual for days at a time. During June, July and August, the average temperature is 16.7°C. The average amount of daily sunshine in Sydney is seven hours, with only 8mm of rainfall. This invigorating climate is one of the healthiest in the Pacific region — as long as you use plenty of sunblock.

Situated out of the equatorial cyclone belt during the summer months, the New South Wales coastline includes many interesting waterways. One of these is the famed Pittwater, situated almost adjacent to Sydney. It joins a vast national park and is one of the biggest navigable river and bay systems in the region. A day's sail north lie Port Stephens with modern marinas, and Lake Macquarie, a glistening and peaceful stretch of waterway four times the size of Sydney's widespread harbour. It has miles of bush land and is also a centre for historic vineyards.

In fact, the entire coastline of New South Wales is indented with harbours and navigable waterways, each area having its own specialty. To the south are the low population traditional fishing villages, again interlinked with national parks, with white silica sand beaches and interesting farming and craft communities.

As for Sydney, the main tourist destination in Australia, it's probably the most exciting city in Southern latitudes. Not only does it encompass hundreds of kilometres of harbour and inland waterway coastline, but it also has the added attraction of having more national park acreage within its boundaries than any other comparable Southern Hemisphere centre.

The foreshores of Sydney Harbour include many marinas where visiting yachts can tie up within easy reach of the city centre — yet be surrounded by treed bush land, with flocks of parrots and other indigenous animal species. One such place is Cammeray off Sydney's Middle Harbour. Foreign yachties there are amazed to find themselves moored just 10 minutes from Sydney Harbour and central district — and yet be tucked away in a natural environment resembling a fjord.

Cammeray's sheltered waters are literally minutes by car from Australia's biggest and most exotic Chinatown. Other attractions

include the new Darling Harbour complex, which has become the focal point of free entertainment; the dramatic Sydney Harbour Bridge; and the historic Rocks area built by convicts during the colonial era. Add to this a reasonably-priced shopping center, swimming beaches, subtropical park lands, and mountainscapes in the distance.

Although one of the world's great cities, Sydney is not just another concrete jungle. Instead, it is a widespread amalgam of tranquil get-away-from-it-all water refuges with the added advantages of modern services and conveniences. And now that Sydney has been chosen as a future Olympic Games city, the Australian authorities report that they are anxious to make it as easy as possible for yachties to visit the city and its neighboring coastal towns and districts.

New South Wales is an important Pacific destination and a 'must' for anyone wishing to enjoy the magnificent contrasts of Australia's natural settings and the many advantages of a state that has one of the highest per capita yacht ownerships in the world.

A special committee has been formed in

*Given the tragic death of Larry Klein, Jim Quancy probably wouldn't sit on the 'linguini strut' of 'Yukon Jack' again. Pacific Cup Action.*

Sydney to focus on and assist with the needs of overseas cruising yachts, now and for the years ahead. The committee includes representatives from Sydney Harbor Manager, and on a broader scale, Quarantine, Immigration and Customs, as well as three foreign yachtspersons to provide the input of overseas cruisers. The purpose of the committee, of which I'm a member, is to make visiting Sydney Harbour and environs as easy as possible.

In my private capacity as a promoter of all things pertaining to sailing, I would be happy to provide anyone who desires it with information regarding Immigration, Customs, Quarantine, Berthing, and so forth. I can be contacted at 46 Cowdroy Avenue, Cammeray, Sydney, Australia 2062.

— *fran rabbits* 10/15/94

**Stella di Mare — Grand Soleil 39**  
**Pat and Gene Meleski**  
**Santa Cruz To Isla Mujeres**  
**(Ben Lomond, CA)**

October 1993 marked the beginning of what's planned to be our two to three years

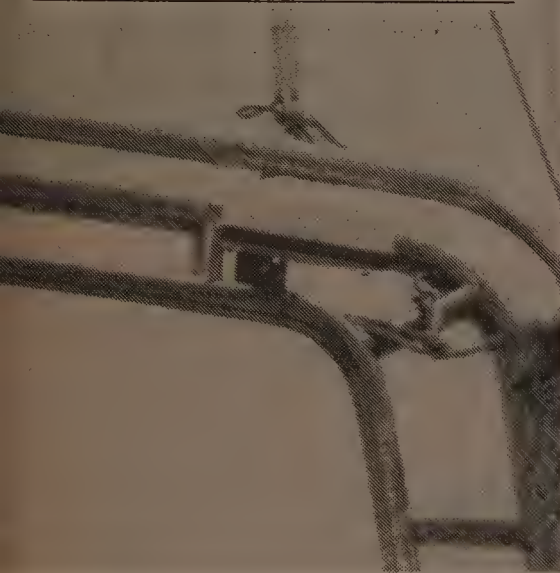






The refreshing pool at the Acapulco YC.

SPREAD; MARY LOVELY. INSET; LATITUDE 38/RICHARD



of 'endless summer' cruising aboard our Italian sloop *Stella di Mare*. As we sailed south down the California coast from Santa Cruz, we found it difficult to believe that after many years of planning and preparation we were about to realize our dream adventure: to sail around the Americas.

Our trip to San Diego was uneventful other than an uncomfortable breezy, foggy overnight run to Morro Bay. While in San Diego, we stayed at the marvelous San Diego YC for two weeks to make last-minute adjustments to the boat and take in the many cruiser 'kick-off' parties before heading south of the border. The San Diego YC facilities are first rate with all the shore amenities a sailor could hope for. The swimming pool, jacuzzi, tennis courts, restaurants and friendly hospitality put us in the right frame of mind for our long passage south.

*Stella di Mare*, with her three-person crew, Gene and Pat Meleski, and Brad Bini, began our 1,500 mile non-stop passage to Acapulco on November 2. We made fairly good time considering the light air, covering the distance in 13 days with much use of our cruising spinnaker. We sailed about 100 miles off the Baja Peninsula in the hope

there might be more consistent breezes offshore. The sailing conditions were very pleasant except for a mild storm off Cabo. We were frequently visited by numerous dolphins that rode our bow wave, and also by a Mexican military jet that buzzed us at masthead height. The latter certainly got our attention.

We sailed into Acapulco Bay at noon on November 15, and tied up at the new marina. During our five-day stay, we took advantage of the splendid facilities at the nearby Acapulco YC. Its swimming pools and bar & restaurant with a commanding view of the harbor were most enjoyable.

On November 20, *Stella di Mare* — now with just Pat and I as crew — continued our run south toward the Panama Canal. Along the way, we dropped anchor at several lovely bays along the coast of southern Mexico. Puerto Angel and Huatulco — also known as Bahia Santa Cruz — were exceptional anchorages with lovely beaches and quaint fishing villages. But they are rapidly giving way to resort development.

At Huatulco we joined up with four other cruisers — Jane and Glenn Goldsmith aboard *Tropic Bird* from Gilroy; Richard and Lynlee Slayter of *Dawn* from San Diego; Dave and Sally Pendergast of *Pendragon* from Portland; and, Rocky and Sue Goodwin of *Yarnspinner* from Alaska. Our flotilla departed Huatulco in the early evening on November 28 and headed toward the notorious Gulf of Tehuantepec under a full moon. Much to everyone's surprise, we were to observe a total lunar eclipse — something we'll all remember. With the wind blowing 30 and gusting to 40, we took the local advice and made the 250-mile Tehuantepec crossing with 'one foot on the beach'. After enduring 30 miles of headwinds below Salina Cruz, we were finally able to crack off on a speedy reach the rest of the way. Four of our group of five boats pulled into the unattractive commercial port of Puerto Madero to clear out of Mexico. We couldn't figure out which was worse: the substandard anchorage among the shrimp fleet or the difficult clearance procedures.

The next day the other three boats shoved off for Guatemala. Pat and I decided to wait a couple of days and make a direct run to Costa Rica. This would entail taking on the other notoriously windy corridor in

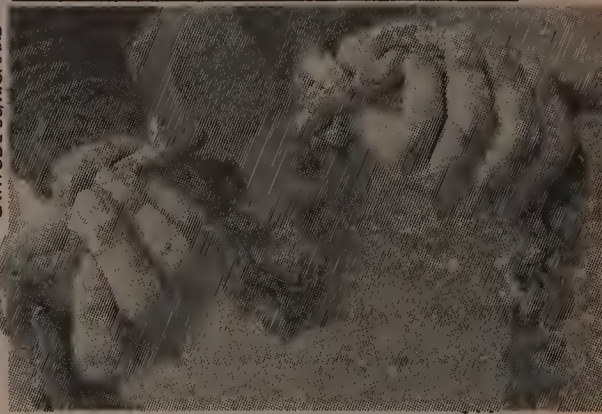
this part of the world, the Gulf of Papagayo off El Salvador and Nicaragua.

We elected to sail 40 miles offshore to ensure avoiding any problems due to political instability in the region. Strong headwinds and difficult coastal currents made for a tiring five-day, 500-mile passage to Costa Rica. Along the way, we were checked out by a Nicaraguan helicopter gunship. He circled us twice and then headed south. We figured the adverse wind and sea conditions that far offshore discouraged any investigation by an official vessel.

*Stella di Mare* and her very tired crew arrived at the Bahia Murcielagos anchorage in Costa Rica around noon on December 9. We dropped the hook in the spot recommended in *Charlie's Charts* as a good place to ride out Papagayo winds. It was a mistake we'll not soon forget. At 0200, Pat and I were suddenly awakened by the heeling of the boat and spray roaring down the hatches. Our wind speed indicator registered 52 knots, and our boat began to drag anchor toward a hazardous lee shore. Increasing scope of the anchor chain to over 200 feet enabled the anchor to reset, something we were able to confirm with the radar.

But 30 minutes later the unthinkable happened: our anchor chain parted with a 'loud explosion! At first we thought we'd be shipwrecked for sure, but luckily we were able to avoid it. Some quick thinking, responsive action, and using the radar to

LATITUDE 38/RICHARD



The last thing you want while anchored in a nasty blow is your anchor chain to part. Make sure it's big enough for the job and has no weak links.

navigate 'saved the night'. Carefully working our way back out to sea proved to be the right move, as the wind speed outside dropped to a more reasonable 30 knots.

We arrived at Playa del Coco at noon the



# CHANGES

EVIE OF RASCAL FAIR



same day, a bit shaken but thankful both crew and boat were intact. Reviewing our Autohelm computer memory revealed that the *williwaw* conditions we experienced featured winds in excess of 50 knots for a 45-minute period. Later in Playa del Coco we met Avie of *A Team*, who'd also lost his anchor and rode at Bahia Murcielagos a few weeks earlier.

While at Playa del Coco, we met Tom Scott of *Nepenthe*, who was just completing his around-the-world cruise. It was interesting to hear about his many adventures as a singlehanded circumnavigator. We spent Christmas Eve at Gaby's on the Beach at Playa del Coco; with Pat lending a hand in the kitchen, they put on a fine turkey and pig roast dinner. A great time was had by all the cruisers in the area. On Christmas Day, Pat and I participated in a potluck turkey dinner — with all the trimmings — with our new cruising buddies aboard *Dawn*. It was especially nice to be among friends so far from home during Christmas.

We visited a variety of anchorages and ports while working our way south to Panama. We found that sea life abounds in this part of the world, with sea turtles, dolphins, flying fish, sea snakes and all kinds of marine birds crossing our path. Our fishing activities paid off handsomely, as we landed several mahi mahi for the dinner table.

We also took a dinghy trip up a rain forest river at Drake's Bay, Costa Rica. There we met Northern Californians Steve and Maureen of the *Tayana 55 Long Tall Sally*. They were on their way home from a three-year cruise to Europe. We shared sea stories over cold *cervezas* before heading in opposite directions.

On January 26, we arrived at the beautiful Isla Gamez in the northern Paridia island group of Panama. There we anchored alone off a picturesque palm tree-covered island with white sandy beach. The next day we met a fellow named Jose and traded batteries, rice and other food items for four lovely *langosta*. That night we enjoyed a lobster feast with a good bottle of California Sauvignon Blanc in the paradise setting. This is one of the reasons why people go cruising — and love it!

During the weekend, the island was visited by several doctors with their families and friends from mainland Panama for beach camping, fishing and swimming. We were pleasantly surprised when we received

an invitation to join them for a tropical feast. The hospitality and warmth shown by these people was unforgettable. We parted as close friends with a promise to meet them on our return trip. To top off this incredible weekend, we were successful — at this remote island setting — in picking up the Super Bowl on our portable TV!

We continued sailing south exploring other islands and bays enroute to Balboa, which is on the Pacific side of the Panama Canal. One spot, Bahia Honda, stands out in our mind. There we met an industrious German named Inyo, who is carving out a yacht club in the jungle! Inyo proved to be quite a character, offering cold beer, homemade German bread and other supplies from his boat while he's in the process of building his establishment. We'll be curious to see how he's doing on our return trip.

Two more obstacles, Punta Mala and the Gulf of Panama, had to be overcome before arriving at the Canal. It took us two attempts to get around the appropriately named 'bad point', as we had to overcome strong currents and northerly winds. With favorable clocking of the wind, we were finally able to make the 100-mile passage in 24 hours.

— gene & pat 10/10/94

[Editor's note: Gene and Pat's account of their Canal transit and western Caribbean adventures will appear in the next issue.]

## Fund-Raiser For ZK1DB Help Arnold Provide Help Rarotonga

ZK1DB is a well-known call sign in the South Pacific. Arnold — everybody knows

Arnold (ZK1DB) and Rosie Gibbons of Rarotonga, with John, their grandson.

him by his first name — has been a trusted friend of cruisers for many years, reading the weather and offering advice on his weather net in the morning and evening. He has devoted a tremendous amount of time to the cruising community, and recently received the Medal of the British Empire for his effort. Arnold has retired from his government communications job, which is both good news and bad news for cruisers. He now has more time to devote to providing weather forecasts for cruisers, but he doesn't have the budget go along with it.

Originally from New Zealand, Arnold came to the Cook Islands on temporary assignment with airport communications. But he fell in love with the islands, and, with his wife Rosie, has spent his career and raised a family on Rarotonga.

The 'Arnold's Tower Fund' that was established two years ago was a giant help, as it went to station upgrades and the installation of an Amtor (Amateur Teletype Over Radio) mailbox system. It turned out that while the directional beam antenna would have provided a stronger signal in selected areas, it was not a good solution in general, as Arnold's 'flock' is spread out all over the South Pacific. The real answer is more power — which requires more funds than were available.

Thus a new fund-raiser is in the works, spearheaded by Evie, AA7PN, aboard *Rascal Faire*, and ourselves on *Heart of Gold*, and administered stateside by Russ, WA6AVS. Russ is well-known on the Pacific Maritime Net, and will hold and distribute the funds.

The goals for the current fund-raising effort range from small things, like a boom



microphone, to solar panels (to provide independence from Raro's not completely reliable power system), a power amplifier, and possibly expansion of the Amtor system. Arnold is also experimenting with weather fax transmission, in order to make tropical weather maps more available, such as those from Nadi and Raro Met offices.

Contributions can be made out to ZK1DB, c/o Ross Spalding, and mailed to Ross Spalding, P.O. Box 867, La Pine, Oregon 97739. Please note your name and/or your call sign on the check so proper acknowledgements can be made. Arnold has done a tremendous job for the cruising community and deserves our generous support.

— jim & sue corenman

*Readers — If only we got as much 'bang for our buck' from our governments. We at Latitude have contributed to this fund and like the Corenmans, recommend it very highly.*

## Cruise Notes:

Karen of the **Cabo Cruisers' Club**, now located at the **Broken Surfboard Tacqueria**, reports she started up the Cruisers' Net on October 15. No new boats had arrived yet, which is understandable since hurricane season isn't officially over until November. Nonetheless, Karen and Lucina, owner of the Broken Surfboard, have already erected the big board that will list all the 'Class of '94-'95' entries in *Latitude's* annual *Some Like It Hot Rally*. All you have to do is sail from California to Cabo to get your name and your boat name on the board — and for the skipper to receive a free *Some Like It Hot* T-shirt courtesy of *Latitude*.

There are only two conditions about receiving a free shirt. First, when all 250 shirts have been given away or sold, they're gone. Second, we take no responsibility for the neon orange shirts with the big chili pepper on the back destroying the rest of your laundry. These shirts must be washed alone several times before being integrated with the rest of your load.

As is always the case between seasons in Cabo, there has been a great deal of shuffling of businesses at the Cape. Perhaps the most humorous change has taken place at Señor Sushi's, whose menu now advertises, "Everything but sushi!"

And away they go! Enno and Karen

Siggel of Dublin report they'll be departing Alameda's Ballena Bay aboard their Catalina 36 **Seagal** in early November for Mexico and Panama. Enno, who is retired from Lawrence Livermore Lab, and Karen, who quit her job at a dentist's office, have no time constraints and thus a very flexible schedule.

Siggel also reports that two other boats from Ballena Bay will be taking off cruising in early November. They include Rick and Sally Stratton, who will be leaving on their first cruise aboard their ketch **Windless**. They're headed for the sunny Caribbean. And a young couple, Alan and Dee Dee Steir, are heading for Mexico aboard their Tayana 36 **Aveperegrina**. Unfortunately for the young folks, they'll have to return at the end of the season to resume their careers.

There has been a terrible cruising tragedy off Spain's Galacian coast, which because of its rough weather has been nicknamed 'the coast of death'. On September 30, Bernard Hughes, his wife Louise Longo-Hughes and five-year-old daughter Gaella departed La Rochelle, France, for Senegal aboard their Belgian-registered sailboat **Jan Van Gent**. Although the exact reasons aren't yet clear, the family abandoned their vessel in stormy conditions on October 5, and took to their dinghy.

The 36-year-old Louise was rescued 15 days later by a Spanish helicopter after the dinghy had been spotted 180 miles off the coast of Spain by a Russian freighter. Having survived several gales and days of 20-foot seas, Louise was badly malnourished and almost incoherent. She was, however, able to tell French authorities that her husband had died a week before, and tragically, her daughter succumbed shortly after the two had been sighted by the Russian freighter but just before the rescued helicopter had arrived. What a horror.

In recent years, there have been monumental advances in communication technology related to offshore sailing. Perhaps none has been more important than the development of the '**406**' **EPIRB**. Properly registered, maintained and used, these devices virtually insure that nobody would have to stay in a liferaft or dinghy for more than a day or two — and in many cases, for only a matter of hours. While the details aren't in, we can only presume that the entire Hughes family would be alive



*The Club Cruceros Auction in La Paz always draws a big crowd.*

today had they been able to set off a '406 EPIRB'. Let us say this in no uncertain terms: You'd have to be ignorant or a fool to sail offshore without one.

This is the time of year when the cruising community of La Paz gets up a full head of steam in their **fund-raising drives** for the very less fortunate children of that city.

For the last five years, 76-year-old **Lorraine Kachok** has been collecting donations of toys, clothes and cash to distribute to the poor kids of La Paz at Christmas. Although she's had a knee replaced, she's still going strong and asking for your help. Send all donations to her via Chris Frost at Downwind Marine in San Diego.

There is also the **Poor Children's Christmas Tree**, which last year distributed 5,200 gifts to impoverished kids in La Paz and another 1,600 gifts to those in San Jose del Cabo. Sponsored by the La Paz JayCees, this worthwhile volunteer program is in its 12th year. Send donations to: Arbol de Navidad del Niño Pobre, Apartado Postal #707, La Paz, Baja California Sur, Mexico.

And finally, there is the Club Cruceros de La Paz **Christmas Drive and Auction**. The big auction will be held December 3 at Marina de La Paz, during which time cruisers donate good marine and other goods for auction, then turn around and buy much of it. Last year the Christmas Drive and Auction raised over \$10,000. Working with the Ladies Chapter of the Lions Club International, they were able to purchase hearing aids for six children, buy \$2,000 worth of school supplies for poor children, purchase and distribute — with the JayCees and Family Services — \$3,000 worth of gifts to children on Christmas, and also donate truckloads of food, clothing and blankets to those who were wiped out by the monsoon-



# CHANGES

like rains that washed away parts of San Jose del Cabo. Donations can be sent to: Club Cruceros de La Paz, APDO #366, La Paz, B.C.S., Mexico. Attn: Christmas Drive. If you have questions, call 011-52-112-58819.

These are all worthwhile endeavors that *Latitude* encourages you to support.

Did you know that at the North and South Poles, the sun rises and sets but once a year? That the lowest temperature ever recorded in Antarctica was - 129.9°F? That if all the ice in the Antarctic were to melt, it would raise the level of the world's oceans between 160 and 200 feet?

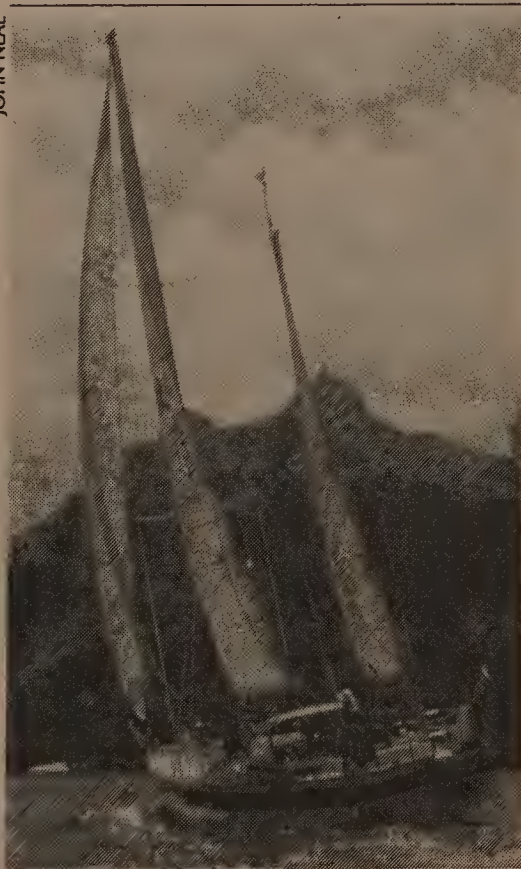
Richard and Sheri Crowe of Newport Beach, having returned from leading another **Alaska Eagle** expedition to the South Pacific, are now back in their shop completing construction of **Polar Mist**, their aluminum sloop. When she's completed next spring, they'll be off — in their usual 'pedal to the metal' pace — for (pick one) Palm Springs, French Polynesia, the Caribbean or Antarctica.

We personally don't understand the lure of cruising in a region where you don't need a refrigerator to keep your beer ice cold, but obviously many disagree with us. John Neal and his merry bunch of charterers aboard **Mahina Tiare**, John and Barbara Marrett's Halberg-Rassy 42, recently departed Raiatea for Chile and then Antarctica. Brrrrrrrr.

In last month's *Changes*, we published a request for information from **Eric Zott** about transporting his 53-ft boat across country to Newfoundland. To our regret, we made a typo in his telephone number. The corrected number is (619) 438-1084. We apologize for any inconvenience.

"We, aboard **Coconut Express**, were in communication with Carl Reller of **Finn** during his stay in Palmyra," writes Kate Bishop, "and things indeed came down as described [*People Problems On Palmyra*, October '94] in Reller's letter and the

JOHN NEAL



Apparently 'Mahina Tiare' has had enough of sweltering Bora Bora. John Neal has headed to Chile — and even cooler Antarctica.

affidavit signed by him and the others. It was inhuman for Island Manager Roger Lextrait not to help salvage the boats. But to brandish a weapon, let alone an assault rifle, in the name of Palmyra — or more realistically, in the name of his own personal gain — was unacceptable and disgusting behavior. Lextrait is a disgrace to cruisers.

"Latitude's response also lacks integrity. To be so middle-of-the-road, wishy-washy safe, not knowing who to believe and self-serving with regard to the editor's concern for Palmyra keeping the welcome mat out for cruisers, deserves reflection. What expectations would you have if your boat

went aground with the possibility it could be saved? Carl Reller is a rare man. If more of us had even a little of his integrity, intelligence and deep caring, this world would be a kinder place — and most definitely salvageable!"

We can sympathize with your righteous indignation, Kate, but would we have demonstrated greater 'integrity' by condemning someone on the basis of one side of the story? We presented the facts as we had them: 1) Reller's story, 2) the affidavit signed by Reller and the others, both of which we published; and 3) a quote from Palmyra Development Company's Bill Bow saying that someone besides Lextrait "expressed a different viewpoint" than Reller's. We reported what facts we had; our readers will have to draw their own conclusions. Which we're sure they'll do — if Lextrait doesn't make some sort of response to the accusations.

If the allegations against Lextrait are true, we think he should be prosecuted to the maximum extent of the law, because you're right, such behavior is unacceptable.

Those of you out cruising these days have no idea how **filthy mainstream radio** has become these days. Just yesterday, one of San Francisco's biggest AM radio stations broadcast the following joke:

An 87-year-old sailor arrives in port after several months at sea. He immediately goes to a whorehouse, pays for a girl, and goes upstairs with her. After being on top of her for a couple of minutes, the old geezer says: "How am I doing?"

"You're doing three knots," the whore replied.

"What do you mean, 'three knots'?" demanded the shellback.

"You're not in, you're not hard — and you're not getting your money back," she replied.

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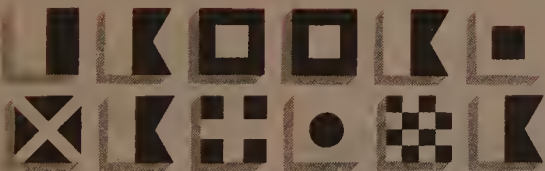
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**'65 SIGNET 20** w/trailer & '76 3/4 ton Dodge van. New Nissan 3.5 o/b, trailer rebuilt, van runs good. The boat has work started, needs finishing. Includes "Launch Ramps of Baja" and a map. \$5,000 f&at. (510) 436-5123.

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**CATALINA 22, 1988.** Like new, no salt water, 150 & 110 jibs, galvanized tandem axle trailer, 9.9 Honda o/b, sleeps 5, porta-potti. Whiskeytown Lake, Shasta County. \$8,500. Call Roy, (916) 527-3036.

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**J/24. Lightning** hull #1775, 1980. 2 sets of sails (1 North, 1 Pineapple), spinnaker, knot log, DS, VHF, 8 hp Johnson o/b, interior lighting, many extras, great boat. Price reduced for immediate sale. Must see. Call Joel at (707) 431-8827 or Bill at (619) 278-4356.

**NORTH WEST 21, 1978.** Very sound pocket cruiser. Big little boat, inboard diesel, enclosed head, galley, roller furling jib, full batten main, VHF, anchor, lifelines, etc. Clean and ready to go. \$3,500. Trade for ? (510) 754-0371.

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**CATALINA 22, fixed keel version.** New main (2 reefs), 90% jib. Recent bottom job and keelbolts. VHF radio, anchor, rubber raft, porta-potti. Outboard motor needs work. \$2,000 obo. Call Jeff (415) 859-2864 dys; (415) 598-9139 eves.

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**ETCHELLS 22.** Great Bay fleet, good condition, with sails. Call for complete equipment list. A deal at only \$7,800. Call (510) 236-6633.

## 25 TO 28 FEET

**PACIFIC SEACRAFT DANA, 1986.** 27' LOA. Sloop, sgl. hand, 4 sails, inboard Yanmar diesel, DS, KM, VHF, 25 lb CQR, enclosed head, shower, gimbaled CNG stove/oven, 70 gal water; sleeps 4; new bottom paint. Vallejo. \$49,000. Call (916) 477-8421 eves.

**27-FT NOR'SEA 1984,** 13 hp diesel, fore/aft cabin, sleeps 4, head/shower, full keel/tiller, teak/bronze throughout, propane stove, Monitor, AP, Loran, GPS, VHF, DF, KM, log, Plath, 2 batteries, AC system, Lyle Hess dinghy. Excellent condition, must sell. \$58,000. (414) 827-0902.

**1989 HUNTER 28** (bought new 5/90). Only sailed at Tahoe. Full cover, KM, depth, Yanmar diesel, 110 jib, 130 Sobstad, cruising chute. Hauled 6/94. New bottom paint. Immaculate \$31,950 obo. (916) 454-4640 or (702) 329-8744.

**EXPRESS 27.** The best one-design fleet in the Bay. Two suits Kevlar sails, new mast, boom and rigging. Roller jib cars and pole lift, curved traveler track, upgraded winches. For sale, \$17,000 make offer. Call (415) 852-9960.

**PEARSON 26-FT, 1978.** Fin keel Honda 7.5 o/b, VHF, KM, Loran, AP, DS, solar panel, spinnaker, new cushions. All lines lead aft, 2 yr. Santa Cruz sublease \$6,000 or trade for smaller go fast boat. (408) 426-9481.

**CATALINA 27.** Hull 37, excellent condition, single handed rigged, lessons, 9.9 Evinrude o/b "as new", AP w/remote available, hauled '92, radio, DS, main, jib, shore power, galley, maintained weekly, extras. Reduced to sell \$6,950. Dave, (408) 929-6510.

**CATALINA 27,** hull #469. New full batten main with 2 reef points '92, new 95% jib '94, new self-tailing 2-speed Lewmar 30 winches '94, new bottom paint '94, 30 hp Atomic 4 inboard, AP, dodger, Harken furler with 130 genoa, KM, DM, compass, VHF, am/fm stereo cassette, cockpit cushions, flotation life jacket packet, anchor & rode, swim ladder, whisker pole, Magma marine BBQ. Neat as you'll find and ready for fun. \$11,500. (408) 728-5553.

**26-FT EXCALIBUR,** great Crealock designed sloop, hauled 7/93, RF jib, lazyjacks, DS, KM, two sets ground tackle, Loran, VHS, new 9.9 o/b, compass, BBQ, all safety equipment and more. Moss Landing berth. \$4,900. (408) 425-5662.

**CAL 2-27,** diesel. Immaculately maintained for cruising or racing. New Harken roller furling with removable drum and North 100% jib. New Pineapple 120% class jib, new Pineapple cruising spinnaker with snuffer, mylar 155% and class spinnaker with pole. SailComp with Loran interface, Autohelm, VHF, DS, folding prop, new running rigging led aft, new non-skid, Racor fuel-filter, new fuel tank and upholstery. New bottom 11/93 - no blisters. Must see this one. \$16,500. Steve, (510) 521-3364.

**26-FT THUNDERBIRD** sloop for sale, very reasonable, under construction, nearly finished. May be seen at Svendsens Boat Yard, 1851 Clement Ave., Alameda, CA. Call (408) 296-0632.

**'74 BALBOA 26-FT,** ex. condition, new bottom, extra sails, spinnaker, trailer, 15 hp o/b. \$6,000 obo. (209) 935-6046.

**28-FT WESTSAIL,** loaded, \$30,000. Call (619) 749-6457.

**BIG PRICE REDUCTION,** must sell cleanest Catalina 27 on Bay. Big, active Bay fleet and supportive builder who's still in business. Race rigged but great cruiser. 1982 Atomic 4 IB, dinette interior, VHF, lines aft, spinnaker, 2 jibs, Signet Smart Pac, wind, KM, DS, timer, cockpit cushions, safety gear shore power, dual batteries, dock lines and bumpers, guaranteed blister-free bottom. \$8,850. Gary, (510) 522-0566.

**1986 MacGREGOR 25,** swing keel, sleeps 5, enclosed head w/porta potti, VHF, DF, 7.5 electric start Merc. o/b, main cover, dodger, life jackets, anchor and rode, trailer, sailed at Lake Tahoe only. Asking \$5,900. (702) 882-5078 eves/wknds.

**NEWPORT 28, 1974.** Full sail inventory. Nice clean boat that has been well cared for. Atomic 4, runs great. Lots of extras, including a like-new Zodiac inflatable. \$10,000 obo. (415) 681-2690 or (415) 681-3774.

**C & C 27, 1975.** Repowered with 2 GM Yanmar diesel. Hood system 3 roller furling including 2 jibs, multi-purpose sail, and spinnaker. Wheel, depth, KM, VHF, compass, Barient winches and holding tank. A clean and well maintained classic. Call (608) 752-8740.

**O'DAY 27, 1986.** New bottom 12/93 diesel inboard. Very spacious interior. VHF, electronics and more. Like new. Excellent condition. Priced below book, \$16,500. (510) 228-2852 or iv. msg.

**FRIENDSHIP SLOOP.** 26-ft 'Pemaquid' class, California built, 1975. Mahogany on Oak frames. Mahogany interior. Main and 2 jibs. Volvo diesel, cushions, VHF/FM. Good bay sailer that needs some work and good home. Classic for a steal \$6,000. (510) 827-2968.

**CATALINA 27.** Evinrude, VHF. Loran, depth and KM, Autohelm. New interior cushions. Many, many extras. Rolly Tasker mainsail and furling jibs (110 and 90), cruising spinnaker. Excellent buy. Must see to believe. Call David, (916) 393-5565.

**WILLIAM ATKIN-DESIGNED 27-FT LOA** classic cutter built by Dean Stephens (of *Wooden Boat Magazine* fame) in Mendocino, first launched 1981. Vertical grain fir on white oak, ironbark keelson, stern, keel, lead ballast, Volvo diesel, tanbark sails, Sitka spruce spars, beautiful wood interior, new canvas sail covers and upholstery. Depth, VHF, dual batteries. Sleeps two comfortably in cozy interior with sitting headroom. Built for and capable of offshore passages. Absolutely beautiful. \$11,500. (415) 332-9231.

**CORONADO 25.** Sips 5, head, galley, new North main, completely rerigged '92, LPU mast & boom, solar charger, Horizon VHF, compass, 5 hp Mariner o/b, many extras. Moving up, must sell. Alameda berth. \$4,800 obo. Call aft 6 pm. (510) 689-5867.

**ISLANDER 28, 1977.** New rigging, LPU paint, lifelines 5/94. Atomic 4 gas, 7 winches, internal halyards, lines to cockpit, knotlog, depth, VHF, AP, dual compasses/batteries, teak interior. Main, storm, 120, 150 mylar, spinnaker, head w/holding tank. Outstanding condition. \$16,500. Call (805) 927-4318.

**26-FT MacGREGOR, 1992** w/trailer. Fully equipped and ready to go. Why pay a lot more for a new MacGregor? Buy a fully equipped MacGregor in like-new condition for \$11,800. My loss will definitely be your gain. (707) 829-2229.

**1991 MacGREGOR 26.** Water ballast center-board model. Sleeps 6, pop-top with enclosure. Trailer, 8 hp Evinrude Yachtwin with alternator. 5 sails including roller furling 150 & cruising spinnaker, topping lift, whisker pole. Stern railing with life lines & gates. Complete canvas including cockpit spray shields. AP, DS, windex. Deluxe interior with teak accents, access door under V berth, enclosed head. 2-burner stove, sink, swiveling cabin lights USCG safety equipment, anchor & rode. Bottom paint 9/94, many extras. Located Eureka, will deliver. \$13,750/offer. (707) 443-4406.

**EXPRESS 27, Zesty,** 1982, race winner, excellent condition, ready to race/cruise Bay or ocean, new jib and polyester spinnaker, 3+ sets of sails, 1 yr. Johnson 4 hp, trailer. \$19,950. (415) 341-1778.

**PACIFIC SEACRAFT 25, 1977.** Yanmar, new bottom paint. All new seacocks. Dodger, dual batteries, lots of cruising gear. Clean, excellent condition. Located Monterey. Seriously, please. \$19,200. (602) 788-4245.

**26-FT PEARSON COMMANDER, 1965 #55,** full keel, bullet-proof hull, 4 sails, 6 hp Evinrude. Vallejo slip. \$5,200. (707) 539-6897.

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**CATALINA 25, 1980.** Swing keel, pop-top, 150%, 90% club footed, full batten main, 2 anchors, new running rigging, whisker, 10 hp Honda, VHF, DS, KM, galley & head, freshwater boat since new. Moving & must sell. Reduced to \$6,850. (209) 334-3021.

**25-FT CATALINA, 1979.** Great condition, VHF, DS, compass, almost new Mercury 9.9 o/b with electric start, main, 150%, 110%, pop-top, new stainless BBQ, many accessories. New bottom paint 10/94. Asking \$8,700, neg. (510) 674-9179.

**28-FT TRITON #248,** Yanmar diesel, new teak trimmed interior, improved structural mast support, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions. 8,500 lbs for \$1.41/lb. Myron Spaulding, (415) 332-3721.

**RANGER 26,** great Bay and Delta sailer. Full race gear, all lines led aft. Yamaha 9.9 hp 4-cycle electric start o/b, DS, knot log, Loran, fresh Micron bottom paint, standing headroom cockpit, enclosed head. \$4,000. (707) 646-1607 dys.

**MUST SELL THIS MONTH.** Charming 28-ft John Hanna designed Gulfweed ketch. Gaff-rigged main, 8 sails, Volvo diesel, VHF, etc. Structurally sound, no major problems, needs only minor work. Sails gracefully on Bay or open waters. Will take highest offer over \$5,000. (707) 539-3711.

**27-FT OWENS.** Lapstrake mahogany hull, built 1965. Good hull but boat needs work, must sell. \$1,000 and it's yours. Moored Marina Bay. (510) 559-8571.

**ISLANDER 26, 1977.** Only a few of these great models built. Pristine, inboard, VHF, KM, DS, AP, RDF, 4 bags, new cruising spinnaker. Remodeled galley, many extras. Call for list. Asking \$9,500. (310) 397-5915.

**1982 MacGREGOR 25.** Trailer, swing keel, new genoa, radial-drifter, good jib & main, many upgrades, nice boat. \$3,450 with trailer and new sails, \$3,800 with low hrs. 8 hp Evinrude. (408) 247-8879.

**CATALINA 25, 1989.** Wing keel, tall rig, 9.9 Evinrude electric start, traditional interior, epoxy bottom, bottom paint, custom 10,000 lb. Zeiman trailer, mast stepping system, fresh water sailed, weekend sailed (approx. 14 times), covered storage, extras new condition, \$16,500. Call (916) 663-1595.

**RANGER 26.** Steal this boat. Owner out of area and must sell. Any offers considered. Will trade for Cal 20 w/trailer or similar. Rigged for single handing. VHF, DS, compasses, o/b, spinnaker, stereo, internal halyards. \$3,500 obo. Call Jerry at (510) 523-6955.

**SAN JUAN 28, 1978.** Atomic 4, fast racer cruiser PHRF 164, 5 sails, nice clean interior with wide 10-ft. beam. Includes good quality electronics and gear. Must sell \$10,000 firm. (415) 574-8895 eves.

**PACIFIC SEACRAFT ORION 27 MKII, 1983,** *Miladi*, cutter rigged, excellent condition. Asking \$58,500. No trades. Write: Sid Vance, 94-1506 Lanikuhana Ave. #582, Mililani, HI 96789. (808) 623-9749.

**28-FT LANCER.** Bristol condition. 8-ft. beam, 3'6" draft, 6 ft. headroom, full batten main, 3 head sails. Great bay or delta boat. (Mast easily lowers to go under bridges). VHF weather/hailer. GPS plotter screen. Tri-ducer. Dinette interior, private head, stove, pressure water, sink, sleeps 6, electric bilge pump. 15 hp aux. motor. She's in great shape. Asking \$9,700 obo. Call Vince at (408) 747-0147.

**WYLIE 28 CUSTOM CUTTER.** Veteran singlehanded passagemaker just returned from circumnavigation of Vancouver Island. Extensive offshore record including Mexico, Hawaii, and S. Pacific. Bombproof 1/g construction, 180 mi/day capability. Tiller, fin keel, shallow cockpit. BMW diesel, propane, APs, hank-on jibs. \$25,000. Skip Allan, (408) 475-0278.

**CAPRI 25, 1982** by Catalina. Great condition. New self-tacking jib, 90% spinnaker and two 150's. New Nissan, new battery. Dual axle trailer. Dry sailed with a single point lifting system. \$6,900. Call Steve or Jeff, (209) 478-5515, dys, or (209) 952-6706, n.

**S-2 26-FT C. COCKPIT, 1978.** Yanmar dsl, new galvanized EZ loader, new DS, complete new beautiful interior, new head, new stove, new CD stereo, all new canvas, lots of custom work. Perfect trailer to Mexico boat. Better than new cond. Must see. \$16,900. (408) 371-7266, eves.

**COLUMBIA 26, MKII, 1969.** Loran, VHF, 7 sails, batt. chrg. Cushions, life jackets, 2 anchors, indistrutabe Pillar Point Mooring. Boat alone, \$4,500 firm. Mooring \$1,500. More. (415) 726-6319 morn.

**HERRESHOFF H-28 (mod) - Beautiful.** A little ketch as penned by L. Francis. Double-planked hull refastened 1990; Yanmar 2QM15 rebuilt 1992; new standing rigging 1992; cabin and coach roof rebuilt 1993/94; new main, mizzen and working jib 1992; new mizzen mast 1992; main mast reglued and refurbished 1994; brightwork fantastic. VHF, Force 10 cabin heater, Loran, AC Power, ST jib winches. Owner going on overseas assignment with construction company and has to sell. \$17,500. (415) 768-0671 DWH.

**25-FT SANTANA,** great shape in and out, 7 bags of sails, Nissan engine with alternator for charging battery, 2 built-in gas tanks, new windows, recent bottom paint. (310) 592-3640.

**1975 ERICSON 27.** Beautifully refurbished bay cruiser. Large cockpit, roomy cabin, sleeps 5, 3 head sails, main, spinnaker gear, AP, KM, DS, battery charger, stereo, new carpet, new bottom paint, new upholstery. Leaving state, must sell. \$13,900. (510) 687-9097.

**PEARSON 28, 1977.** Bay/coastal cruiser. 7 bags of sails, Loran, AP, dodger, etc. All in very good to excellent condition. Moving to smaller boat. Located Humboldt Bay (Eureka). \$15,900. Jeff, (707) 445-3479 eves or (707) 822-0527 dys.

**28-FT SAILBOAT HULL.** From a L. Francis Herreshoff design. Nice lines, 9 sq. ft. cockpit. Sits on iron stand. Beautiful deck lids and railing accessories, mahogany. Little delam. on deck. Never been in water. Volvo inboard motor. Steal at \$1,200 obo. Chad, (707) 865-0630 eves.

**HUNTER 27-FT, 1987.** 2 batt (1 new), charger (new), 9.9 Nissan, 2 jibs 110/storm, dbl reef main w/cover, stereo, VHF, anchor w/chain custom teak interior lines led aft. New bottom 8/93. \$18,500 or possible trade? Want bigger boat. Pager, (415) 371-6460.

**CRUISE THE BAHAMAS** this season, Cheoy Lee 27-ft offshore 1972 glass hull. Good sails, inventory & condition, sleeps 5, teak deck. \$11,500. (415) 331-3039.

**CATALINA 27, 1978.** Featuring teak interior two bronze port lights forward, stove, enclosed head, phone, shore power hook-up, sleeps 6, 6'1" headroom, galley, Atomic 4 inboard, very clean and lots of gear, liveaboard, excellent condition. \$8,900. (415) 331-2044.

**1979 CATALINA 27.** Turn-key boat set up for single handing with lines led aft and AP. Upgraded mast, boom and standing rigging. Roomy, dependable and clean, dinette model. Fresh bottom 4/94. \$9,500 obo. (510) 537-9905.

**CATALINA 27, 1975.** Jib reefing/furling, all lines led aft, new epoxy bottom, 8 hp Nissan o/b, 3 anchors, upgraded electrical, 3 sails, knot, depth, VHF, 5 winches (2 self tailing) well maintained. Located Richmond Muni Marina. \$7,995. (916) 974-1381.

**ISLANDER BAHAMA 26, 1977.** Inboard gas OMC Sail Drive, depth finder, fish finder, VHF, two Leading Edge sails, one Larsen; Lewmar winches; lines led aft; hauled and bottom painted in August. South Beach Harbor berth. Steal at \$4,250. Call 826-0527.

**BARGAIN.** Balboa 26, 2 mains, 3 jibs, VHF radio, 2 anchors, large cabin, sleeps 5, enclosed head, new running rigging, 10 hp Honda, all lines led aft, coastal vet. 2-boat owner, must sell. \$4,500 obo. (510) 528-4216, before 9 pm. Pocket cruiser, liveaboard.

**C & C 25, 1974.** High quality mini-cruiser/racer, immaculate interior with 5'6" headroom. Spacious cockpit and lockers. Standing rigging, jib, main, sail cover, replaced. Jibs, 110, 130, 150, drifter. Spinnaker, pole, whisker. Four Barient 2-speed. 9.9 Evinrude. \$8,300. (415) 332-5206.

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**PACIFIC SEACRAFT Orion 27, MK II, 1983.** New sails, Hugin tri-radial cruising laminate, roller furling, cruising spinnaker, cruising interior new cushions. Radar, refrigeration. Boat immaculate, heater. \$55,000. Pager (408) 699-6726, or home (510) 814-1962.

## 29 TO 31 FEET

**J/29.** Full race equip. Frequent winner. Many sails. Ocean equip. Fractional rig/outboard. In San Francisco City Marina. \$16,500. Call (415) 961-3300 dys.

**30-FT WILLARD,** motorsailer, shoal draft, tabernacle mast, Perkins 4-108, dual helm, 100 gallons fuel & water, bow & stern pulpits, dinghy davits, life-lines, stern ladder, stove/oven, pressure h/c water, Microphor septic system, Monitrol system, 110v shore power/charger, Halon system, jib, main, drifter, Benmar AP, DS, VHF, RDF/radio, Cole stove, windlass, 3 anchors, new interior. Delta fresh water boat. Near new covers, water heater, upholstery, etc. since 1990. 6" foam in large V-berth. Equipped, even dishes. \$32,000 obo. (209) 296-7654 eves.

**'83 HUNTER 31.** New bottom paint, ready for coastal or bay cruising. Excellent cond. Yanmar diesel, good sail inventory. VHF, RDF, wind, speed & DS. Compass, 2 anchors. \$28,000. Call (707) 823-9669.

**C & C 31, 1968.** One of the classics. New standing rigging, new halyards, all lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker, Atomic 4. Well maintained. \$13,000. Call Marty, (510) 443-6358 or Ted (510) 886-1725.

**COLUMBIA 8.7** 29-ft Alan Payne designed offshore cruiser teak cabin with 6-ft headroom. Loran, dodger, windvane steering, DS, sleeps 5. Atomic 4 engine. Two headsails. 1 main. \$12,500. (510) 245-9506.

**ERICSON 29, 1971.** Atomic 4 inboard, furling jib, 2-speed winches. All gear and 3-man inflatable included. No blisters. Well maintained. \$12,500. Berkeley slip. David or Jennifer, (510) 527-2737.

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**82 CATALINA 30-FT** excellent condition, many extras, tall rig, new engine only 40 hrs, priced to sell. (415) 381-7316, dy; (415) 332-3372 eve.

**ERICSON 29, 1970.** Very clean. Atomic 4, VHF, stereo, 4 sails, 2 anchors. Dodger, bimini, galley, BBQ, shore power and head with holding tank. Safety package. Fresh bottom paint. Pier 39 slip. Must sell. \$15,000. (209) 298-7545.

**CAL 29, '74.** Has great slip near marina Safeway in S.F. KM, DS, new main, all lines lead aft. Great for Bay and ocean. Owner is leaving area. Owe \$10,000. Will sell for \$12,500 or better. Simon, h: 398-6908, w: 955-3861.

**85 NEWPORT III 30,** custom interior, new stereo in/out speakers, h/c shower, custom heater, roller furling on jib & main, new mast, mainsail, & cockpit cushions, low hr. diesel, 2 anchor-windlass, self-tailing winches, new dodger, etc. Asking \$28,500 obo. (510) 655-9469.

**RAWSON 30 PILOTHOUSE,** sloop, Yanmar 3GM30F, dual helm controls, propane stove/oven. New: DS, KM, Loran, Autohelm. VHF, safe and comfortable bay/coastal cruiser, sharp, well maintained. Berkeley berth. \$28,500, owner finance possible. (415) 968-0946.

**CAPE DORY 30** ketch, 1977. Beautiful classic Alberg design f/g offshore pocket cruiser in excellent condition. 4,000 lbs. full keel, 10,000 lbs. displacement. 8 brass opening ports, 4 sails, 3 booms, self-tending jib, Edson wheel, Yanmar diesel, VHF, 2 anchors. Teak & holly interior, sleeps 5, galley, head & shower, coal burning fireplace, 6+ feet headroom, many extras. New bottom paint. Owners moving east, must sell. Asking only \$25,000 obo. (408) 735-0601.

**30-FT CATALINA, 1985.** Loaded: tall rig, tabernacle mast, diesel, furling genoa, cruising spinnaker, radar, Loran, VHF, stereo, dinghy, davits, refrigeration, solarcells, 3 batteries, 4 anchors, extended water and fuel tanks, maintenance free shaftseal, dodger, meticulously maintained & ready for cruising. \$37,500. (619) 279-6087.

**1989 CATALINA 30,** exceptionally clean boat, too many options to name all, examples: Autohelm 3000, electric windlass, dodger, many more extras. 250 hrs. on Universal 25 hp. \$43,900. Private party, no brokers please. Call Scott, (415) 398-4000 dys, (415) 332-7440 eves/wknds.

**PRO 30 RACER.** First generation. Raced once in Texas, built in New Zealand for Pro 30 racing at a cost of over 150,000. Its been stored in warehouse. Currently reg. for '95 ready to sail. Asking \$35,000. Call for details. (310) 457-2995.

**CAL 2-29.** Built 1978. Replaced diesel (Yanmar). Loran, VHF, DS, KM, wind spd. & direct, Autohelm, windvane, Sobstad sails. Very clean, ocean ready. Many extras. \$17,500. (415) 586-8173.

**NEWPORT 30II, 1975.** Versatile bay, ocean, delta racer/cruiser. Twice YRA one design champion, comfortable roomy family boat. Full sail inventory, spinnakers, Yanmar, Martec prop, Loran, KM, depthfinder, VHF, LPG oven/stove, '94 survey, new bottom, much more. \$18,000 obo; partnership considered. (415) 461-5837.

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**BODEGA 30.** Full keel world cruiser, custom interior. Volvo diesel, radar, refer, new batteries, dodger, 5 sails (70, 95, 130, gennaker, 3 reef main), 2 solar panels, battery charger, stereo, propane heater & stove, digital DS & KM, AP, press. water, VHF, wired for HAM/SSB, 2 anchors, cockpit canvas, windlass, Achilles. \$31,000. Brian, (415) 432-5829 d, (415) 395-9655 n.

**CATALINA 30, 1987.** Wheel, low hrs. on diesel, wing keel, roller furling jib, 2 anchors, electric windlass, 2 spd. S.T. winches, h/c H<sub>2</sub>O, VHF, full Signet, propane, stereo co-remote, cockpit spkr., very clean, in S.F., Scott, (800) 649-1198. \$32,000.

**CAPE DORY 30, 1981.** Cutter rigged, roller furling, wheel steering. Good condition, but needs some work. \$20,000 obo. (510) 652-6545.

**FUJI 32 KETCH.** Classic traditional Herreshoff design. Very clean, quality boat ready for Bay sailing/cruising and liveaboard. Easy to singlehand and maintain. Autopilot, 40 hp diesel, teak interior, hand-laid fiberglass, never a blister. Call (510) 734-4689.

**BALTIC 35, 1986.** Performance racer/cruiser. Largest aft cabin in any 35'er. Light use, good upgrades, new bottom. 85, 95, 150, 135rf headsails. 1.5 oz. chute. Teak cockpit and bridgeway. For sale, \$110,000. (415) 852-9960.

**CATALINA 34, 1987.** Very capable and comfortable bay and coastal cruiser. Two full size state-rooms, 6'3" headroom, extensive list of cruising features and custom improvements. Excellent condition, meticulously maintained, ready to go party, cruise, or liveaboard. \$55,000. Call (415) 965-7439.

**CATALINA 34, 1988.** Top condition, inboard diesel, hot/cold pressure water, cockpit main reefing, roller furl/reefing genoa and 100 jib, cruising spinnaker, Loran, VHF, am/fm disk, depth & KMs, dodger, lee cloths, AP, inflatable refrigeration. \$59,000. (916) 858-1648.

**35'7" HUNTER LEGEND 1987-88.** Immaculate & loaded. Price just reduced. This is the best equipped Hunter in the country; a must see, call for complete spec. sheet. Includes 4 sails, 4 anchors w/electric windlass, roller-furling genoa, all lines cockpit-lead, 27 hp diesel I/B, 10-ft inflatable w/6 hp o/b, Autohelm 4000, wheel steering, galley w/stove & refr., Signet Smart Pak Instr. + Loran C & stereo. Generator, air compressor, heavy duty alternator & batteries, solar panel, etc. Always kept immaculate. At \$65,500 this boat is a steal. Call (310) 832-5741, Judy or Hugh.

**CUSTOM CHOATE 33.** Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank etc. Photos, survey, equipment list upon request. Moored in Marina del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

**J/35 1988.** Fully race and cruise equipped. Excellent condition. \$72,000. Call (805) 643-4271 or (805) 648-4584.

**32-FT ARIES,** glass hull. Beautiful wood inside, double ender, tiller, 15,000 lb. disp. Wonderful under sail. VHF, depth, knot. Sausalito. Only \$25,000. (209) 383-5999.

**TARTAN 10, 1979** 33-ft racing sloop, S & S design, 5 sails (includes 2 spinnakers with gear) sleeps 6 w/porta-potti and sink, VHF, 14 hp diesel boat, engine, sails in excellent shape, all under-water gear, new 1993, racing bottom. Great weekend cruiser or class racer (sitting headroom only). \$19,500 obo. (510) 939-4422.

**YORKTOWN 35** aft cockpit, quality const, by owner, Isuzu 27, 80 fuel (700+ mi. range), 84 water, 6'4" headroom teak interior, reinforced for careening lots of gear, skiff o/b, etc. Photos, specs - Tevake. \$25,000. APDO 366 La Paz, BCS.

**COLUMBIA SABRE, 32'6",** bags and bags of sails, spinn. gear classic lines, new bottom 7/94, 6 hp Johnson longshaft, fast. \$5,250. Call (707) 584-9022.

**WESTSAIL 32.** Beautiful teak and mahogany interior, Aries vane, Montgomery dinghy, ship-shore radio, heavy weather rigging and sails, furling jib, two 40 gal. SS water tanks. 1994 upgrades: Volvo 36 hp overhaul, new fuel tanks, new safety lines. \$35,000. (415) 369-4810.

**ENDEAVOR 32, 1979.** Excellent condition, sleeps 6, VHF, am/fm, head w/shower, H & C water, Hood furling jib, 20 hp Yanmar diesel, wheel, BCM berth available, lost job, must sell, first \$23,000 takes it. Call Walt, (510) 682-2580.

**HUNTER 33, 1981.** Roller furling, Yanmar diesel, wheel steering, VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, head, charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$29,950. Will coop with brokers. (415) 461-7147.

**34-FT CAL MKIII, 1977.** Fully equipped to cruise in safety and comfort. Great condition, many upgrades. Lying La Paz, Baja, Mexico. Reduced to \$23,500. For info/inventory fax S/V Dnifers, La Paz, BCS, 011-52-112-55900.

**SANTANA 35.** Partnership/charter/? Excellent shape 1983 (one of last built). Two-time National Champion. Minimum three month commitment buys full or part time usage for racing/cruising. Terms, usage, berthing negotiable. Currently in Alameda. (510) 834-6301, after 11 am.

**35-FT FIBERGLASS** with teak trim, center-cockpit sloop, Warrior built in England. Main, 4 jibs, all electronics, windvane, dodger, cockpit cover, new Yanmar diesel. Howard, (415) 726-5150.

**O'DAY 32, 1977.** Sloop, ctr. cockpit, documented, re-powered 1987, 33 hp dsl., 75 amp alt., roller-furling, lazy-jacks, AP, Loran, radar, 30 gal. fuel, 50 gal. water, 25# CQR, Auto Halon. Too much to list. All Bristol. \$29,950 obo. (510) 820-5955.

**O'DAY 34, 1981.** Fast, fun, good-looking. Diesel, wheel. Good condition, roomy, quarter-berth, U-shaped galley, double sink, 2 ice boxes, H & C pressure water, shower, propane stove/oven, shore power, 8 sails, VHF, Loran, DS, KM, stereo, Brickyard Cove. \$35,000. (510) 833-8476.

**HINCKLEY 35.** Excellent condition. Beautiful f/g yacht capable of world cruising. Outstanding quality construction. New standing rigging. 37 hp diesel. Lots of equipment, just add GPS and go. Will deliver to S.F. or S.D. Superb value. Must sell. \$53,500. (805) 528-2225.

**1990 HUNTER 35.5.** Standard equipment plus dodger, inverter, refrigerator, electric head, CD player, GPS, AP, TV, spinnaker, new North Blade, feathering Martec 3 blade. \$78,000 obo. Steve, Sr. (707) 448-6594, eves.

**SWEDISH 1970.** Custom-built 33-ft varnished mahogany sloop. Beautiful hull with glued planks on oak frames. Best workmanship. Low maintenance - no gaps between planks. Sailed Sweden-California. Very stable, fast, strong cruiser. Duellant is a boat to be proud of. 20 hp Yanmar engine - only 20 hrs but needs work. Sacrifice \$11,000 to right person. \$100 month berth at Moss Landing. (415) 941-8269.

**BABA 35, 1980.** Perry designed full keel blue-water cruiser, cutter rigged, cored f/g hull, Perkins 4 cyl diesel, DS, KM, WM, RDF, SatNav and Alpha 4400 AP. This one owner yacht is finely appointed and equipped for world cruising. Alder Barber refrigeration, kerosene stove and pressure water. Cruise in quality for \$98,000. Seven bags of sails, 2 mains, 2 jibs, genoa, storm jib, trisail, upgraded Barient winches, and many extras. (408) 425-6559.

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**1980 HUNTER 33,** deep keel, tall rig. Fresh water boat, lying Lake Mead, (Las Vegas) Nevada. No corrosion. Yanmar 2QM15 diesel, 4 headsails. Wheel steering. Original interior and equipment. My illness requires sale. We will miss her. \$32,500. Call (702) 566-8387.

**WYLIE 34, Magic, Wylie 34.** Race or cruise, full electronics, lots sails. Price reduction. Call (415) 326-6484.

**SPENCER 35-FT.** Sloop. New Nano diesel engine, mainsail, dodger. Aries windvane. Extensive parts and equipment. Many upgrades. Documented. Serious offers considered. \$28,000. (408) 724-5040, after 7 pm.

**ISLANDER 32, 1977.** Excel. condition. Was a liveaboard boat for 2 years. Just hauled and painted in June '94. Atomic 4, dodger, fireplace. \$30,000. Call (510) 679-1343. Berthed in Alameda.

**33-FT SOVEREL, '86.** Ultra light, PHRF 90, Olson built, epoxied bottom, full racing gear, 4 spinnakers, 16 bags sails, new set in '93, 4 bunks, galley, chart table, AP, Yanmar diesel, folding prop. \$35,000. Monterey dock available. (408) 372-2352.

**1974 COLUMBIA 34 SLOOP.** Volvo diesel, Loran, radar, VHF, aux. diesel generator. 4 sails, washer/dryer, butane, windlass, microwave oven, stereo, refrigerator, wind instruments, watermaker. Hauled out 11/93. 6'4" headroom. \$29,500. Sell, trade. Seaworthy. (408) 757-3039, msg.

**33-FT ALDEN CUTTER** in Morro Bay. 1955 cedar on oak. Sound hull, diesel inboard, VHF, RDF, DS. Sails and rigging good and serviceable. Needs work topsides - mostly cosmetic. \$9,500 obo. Owner may finance. Call (408) 298-4881; (805) 546-2186.

**ISLANDER 34.** Major refit in '93 plus Atomic 4 repower, nu thru hulls, fuel tank and lots more. Epoxy bottom, green LPU hull, wheel. Ribbon-grain mahogany int. needs some uph. wk. \$19,500. Terry, (510) 232-6685.

**TARTAN 10, 1979,** 33-ft sloop, must sell now. 10 sails, VHF, Loran, diesel inboard, sleeps 6, very good condition. Great class racer or performance weekend cruiser (sitting headroom only). \$11,000 obo. (707) 526-0177.

**CATALINA 30-FT, 1987.** Very clean, low hours on 21 hp Universal diesel, Harken roller, Autohelm 4000 AP, Edson pedestal, Datamarine instruments, VHF radio, custom dodger, AM/FM stereo cassette, shore battery charger, dinghy, two anchors. \$33,500 obo. (415) 331-5107 eves; (415) 973-7898 dys.

**32-FT ATKINS BRIGATINE** Schooner *The Anna Maria*. \$15,000. New bottom. (805) 484-8556.

**GURNEY 33-FT, 1968.** Strong, lightweight, fast. Displacement 9,000 lbs./4,100 lbs. Aluminum hull, built in Holland at Huisman's yard. Alen Gurney design. The perfect couples bluewater cruiser/racer. All mahogany below decks. Configured for passage making. Volvo MD6A, extra water tanks, Avon, Spin. gear. Excellent condition. \$39,500 obo. Jim Van Beveren (510) 827-8915 h.

**CHALLENGER 35,** coastal cruising sloop, Mex. vet '91-'92. Well equipped and ready to go again. Sturdy f/g construction. 2 jibs, roller furling, 2 mains, new spinnaker. Diesel, radar, Loran, AP, energy monitor, 115 gal. water, bronze ports, mahogany interior. \$40,000. (510) 769-1602.

**J/33, 1988.** 1/2 share \$36,000. PHRF 84. Fully equipped for racing or cruising Bay, local ocean, Pacific Cup. 7 display Ockam instruments. GPS, Wx fax, SSB, 406 EPIRB. All new in 1994. Call for complete equipment list. Sausalito berth. (415) 388-6531.

**33-FT NEWPORT, 1984.** Custom teak interior, microwave, TV, dodger, Autohelm, Loran, VHF, h/c water, refrig./freezer, CNG stove, Profurl w/3 head sails, battened main, spinnaker, wheel, diesel. Very fast, fun and in beautiful condition. Call for a complete list. \$36,000. (408) 926-1085.

**ARCO 33-FT SAILBOAT, 1960.** All new paint inter/ext. New intake fittings, 4-5 sails, sleep qtrs. 45 hp diesel engine, needs repair, o/b engine mounted. Moving. Must sell. \$9,850. All offers consid. Discovery Bay, CA. Greg, (510) 634-8271.

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**PEARSON VANGUARD.** 32'8", the only type of boat ever nicknamed "bullet proof cruiser." Hull #179, *Inger B.*, has starboard galley and modified port settee. Working sails, 135 lapper, staysail, spinnaker. Interphase 2830 coastal navigation package, SatNav. \$14,000. (408) 464-9858.

## 36 TO 39 FEET

**ISLANDER 36, 1973.** Pristine condition, one owner, never raced. Custom teak interior, Harken roller furling, portable dodger, pathfinder diesel installed 1983, low hrs. Delta awnings, cockpit table and special swim ladder. Hauled 5/94, no blisters. Asking \$38,000. Call (510) 522-6278.

**CHEOY LEE CLIPPER,** 36-ft. 1971, f/g cutter rigged ketch. Perkins diesel, Signet instruments, many sails & equipment. Second owner, surveyed in 1993 for over \$40,000. Beautiful, fast, bluewater cruiser. \$32,500. Mike, (805) 528-8447.

**INGRID 38-FT, 1989.** Possibly newest Ingrid afloat, fiberglass, Bristol cruiser w/strong & simple off-shore systems, sleeps 5 (aft qtr. berth), Yanmar commercial diesel, equipment list and information available. \$79,500. (805) 650-3510.

**1976 ISLANDER 37-FT** pilothouse sloop. Documented, roller furling, main & jib, 4-108 Westerbeke 40 hp, Loran, VHF, AP, dual steering stations, DS, Norcold refrigeration, Force 10 stove & oven. Needs TLC. \$35,000 firm. For more info. (503) 826-2013.

**CATALINA 38, 1980.** Excellent condition. Fast. Many new upgrades since '90. Lots of extras. This is a must see boat. New sails, rigging, radar, Loran, water heater, etc. Asking \$49,500. (415) 668-1076 h; (415) 367-3967 w.

**CATALINA 36, 1987.** Excellent condition. Loaded, ready for cruising. Radar, Loran, speed, depth, wind, VHF, stereo, roller furling, battened main, 2 jibs, 2 anchors, refrigeration, upgraded battery system, Autohelm, dodger, complete new canvas. \$61,000. Call (209) 727-3365.

**EXPRESS 37 Warlock** (ex Morningstar) Excellent performance cruiser or one design racer, PHRF & IMS certificates, custom Harken wheel, large inventory of sails. Very good condition. Divorce forces sale. \$73,500 obo. Must sell soon. (510) 938-1125 eves/wknds or (510) 939-1999 dys.

**36-FT S-2.** Excellent quality and condition. Professionally maintained, very well equipped, one owner since new. 36 hp Volvo diesel, roller furling, dodger, cruising spinnaker, dinghy, new canvas, grill. Moved, must sell. \$49,900/offer. Delivery available. (805) 686-5868.

**CATALINA 36, 1987.** Beautiful condition. Surveyed 5/93. Dodger, birmini, full cockpit enclosure, weather cloths and mainsail cover, all new 9/93, cockpit cushions. VHF, Loran, Autohelm 4000, DS, knot log, 2 anchors, 3 blade prop, engine hrs. 380, 3 batteries, charger, roller furling, dinghy, BBQ, 12v color TV, 12v video player, stereo, propane stove & oven, hot & cold pressure water, new curtains, V-berth cushions new 5/94. (408) 986-7827 w; (415) 737-0303 h. \$56,000.

**36-FT CAPE DORY, 1982** Carl Alberg designed full keel cutter. Perkins diesel, radar, AP, wind instruments, GPS & more. North sails w/cruising spinnaker & ST winches. Dodger, electric windlass, full cover. Recent haul out. Original owner w/ full manuals & records. (310) 823-3838.

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**CABO TIME SHARE**, 2 years old at Marina Fiesta, week of Aug. 15th. Trade with suitable sailboat. (510) 770-8158.

**COASTAL PROPERTY** in Oregon, white water view, inland side of PCH. Lovely 1200 sq. ft., 3 bedroom, 2 bath, with garage, on .49 acre, remodeled in 1993, virtually new. Would like to trade equity in house for 38'-47' center cockpit, 2 head sailboat (preferred). In addition, if necessary, will exchange labor to build new house or remodel existing for individual with sailboat. Licensed general contractor in CA & NV. Call (702) 831-4323, ask for Rich.

**YOUR PLACE OR MINE.** Yours: cruising sailboat, under used or aging at brokers dock. Mine: Mendocino coastal home wanting TLC. House reduced to \$159,500; your realistically valued boat could be down payment. I'll scrub the bottom, you putter in garden. (707) 882-2420.

**SACRAMENTO CONDO** 40,000 equity with positive cash flow, will trade for 35-ft + bluewater sailboat. (916) 485-4812.

## WANTED

**MONTGOMERY 10-FT** sailboat with rig. Buy outright or part trade for my West Marine 10-ft sport boat. (801) 278-8644.

**TO LEASE:** Sail 40-ft +, power 36-ft + for Bay use, part time liveaboard. State Government Affairs Director, national firm. SF part time. Local references. Experienced, substantial deposit. Dockage, Pier 39? Possible option to buy. Bill, (415) 281-0451.

**NEED SAILS** for Catalina 27. Call Helmut, (415) 332-0336.

**WILL PAY RENT**, perform maintenance to live on your sailboat. Young, professional engineer, capable sailor with cruising dream. Clean, dependable, amiable. Call Colin at (510) 658-7850.

**LIVEABOARD SITUATION.** Sausalito or S.F., 27 + ft., power or sail, "needs work" ok, 6 mo. minimum. Lynne, (415) 388-8678.

**CHEOY LEE OFFSHORE 31** sloop or ketch rig. For sale clean, fast Santana 525, no trailer. \$5,500. (415) 479-7031.

**USED 7-FT FATTY KNEES** dinghy with oars, sail and spars. Call (619) 873-6314, lv. msg.

**WANTED BY SAILING COUPLE** a 40-something center cockpit cruising sailboat such as Hylas, Tayana, Celestial, Taswell, Peterson, etc. Looking for a motivated seller with a boat in good condition and preferably outfitted for cruising. (408) 926-1085.

**YOUR SECOND HAPPIEST DAY.** Seeking clean 30-36 foot sailboat in good condition, accommodating two couples in separate double berths. Ideally with diesel, wheel, galley, navigational equipment and good sails. Immediate cash/substantial discount expected. (510) 254-3246 dys, (510) 253-1096, eves/wknds.

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**ONAN AC/DC** cruise generator, mod 2.OUG-in/135. 2 KW, 120VAC 60 cy. 14.2 VDC. 55 amps. Solid state voltage regulators. Mount in place of charging alternator. 56 lbs. 7" dia. 16" long. \$525. (805) 296-0852. With all instructions.

**PARTING OUT KETCH RIG** Sharpie 33-ft OD, 2 Marconi sails, genoa, spars and rig \$1,100. Rebuilt Atomic 4 \$1,000. Good wood hull (needs center board trunk rebuilt) 800. (916) 487-7962, msg.

**MONITOR WINDVANE**, new, plus spare parts, \$2,200. Lloyd (310) 630-2700 wkdy; or (714) 840-4223, msg.

**LEAD SHOT BALLAST.** In 3,000 lb. 55 gal. barrels. .27 cents per lb. F.O.B. Petaluma. (707) 527-8750.

**6 TONS STEEL** nuts, 4 coils 1/4" steel rod. (415) 348-3525.

**VOLVO TMD 31**, 100 hp turbo with transmission. Low hrs. Replaced by new one due to broken part on injector pump. \$2,400 as is or will negotiate running price. (408) 469-9920.

**GOOD STUFF.** Refrigerate your icebox: Adler-Barbour Cold Machine, new \$450. Motorize your bike, 22cc Bikebug, automatic, new, \$250. Brother sewing machine, excellent condition, \$65. 50cc Yamaha moped, shaft-drive, 100 mpg, excellent condition, less than 500 miles, \$500 obo. (408) 266-0116.

**AUTOPILOT.** Tiller mate with wheel adapter, \$150. Club jib and boom: 40-ft boat or smaller, \$250. Patrick: (415) 322-6611 dys; (415) 364-1744 eves.

**CAT 27 PARTS.** Any part of Catalina 27, interior destroyed by fire. Winches, rudder, new mast with internal halyards, new 9.9 electric long shaft o/b, sails (100%, 120% main), stanchions. Ask for Ed, (415) 349-7400 dy; (510) 233-8945 eve.

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**HEATER**, diesel or kero, with pressure tank, beautiful brass unit. Miscellaneous new medium ball-bearing blocks, Schaffer, single, double, etc. other stuff. Dave, (510) 548-7320.

**CRUISERS:** Danforth 85 lbs. anchor \$500; (approx) 400 (?) ft. 3/8" high tensile (carbon steel) chain @ 2.50/ft; chain brush \$35; RDF \$20; Aquacity water filter system \$150. (415) 331-7146. All items unused.

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**60 HP WESTERBEKE ENGINE.** Excellent running condition. Dated video and oil analysis. 2000 hrs. All maintenance records available. We are repowering for more hp in advance of 5 yr. cruise. Leaving soon. Call (510) 523-8622, lv. msg. \$1,800.

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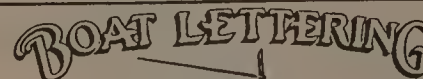
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**BLUEWATER OCEAN SAILOR**, SCUBA diver, whitewater rafter/kayaker, airborne snowboarder, windsurfer, backpacker, 46, laughs, smiles, communicates, has I.Q. above room temperature. Planning 5+ yr. circumnavigation & looking for seaworthy female, co-captain, 40-ish, with similar interests. Sailor, Box 954, Seahurst, WA 98062.

**GAIN OFFSHORE EXPERIENCE** on our 53' cutter as we sail/explore the west coast from La Paz to Panama and beyond. 7-10 day legs available. \$500 a berth. (206) 328-7758.

**NEW SAILBOAT OWNER** wants to crew on research vessel or yacht, to learn sailing and navigation in high sea to Germany, Switzerland and Mediterranean. Journeyman level in F1 racing, flugzeuge, hydro AA/FC construction, mechanic. Crew duties exchange for salary, expense: J. (800) 873-3687.

**PETITE, ATHLETIC**, sailing female, 18-35 wanted to share liveaboard cruiser in SSF. Must be adventurous, love travel and life to grow, bigger boat. SCUBA dive together. Send photo w/letter to: JWB 131 Magnolia, SF CA 94123.

**PROSPECTIVE CREW AND CAPTAINS** wanted for weekend days or weekdays for fun, leisurely San Francisco Bay sailing on a 30-ft comfortable boat. All conveniences on board. Sailing theories happily discussed. Inquiries invited. Call (707) 578-5799.

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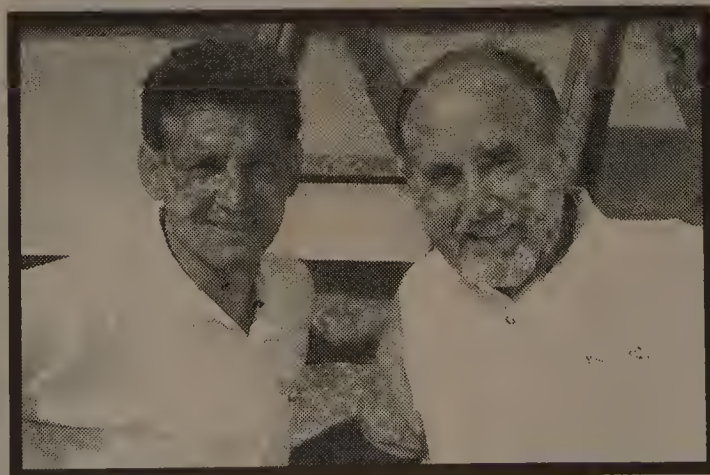
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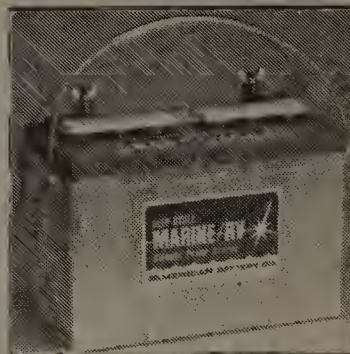
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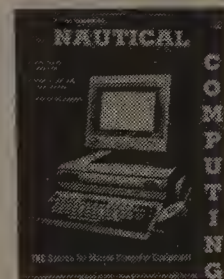
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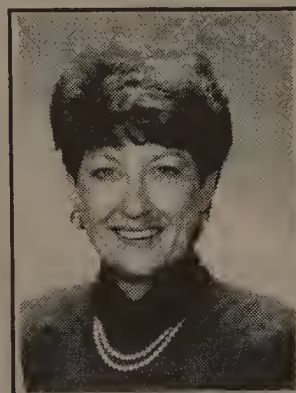
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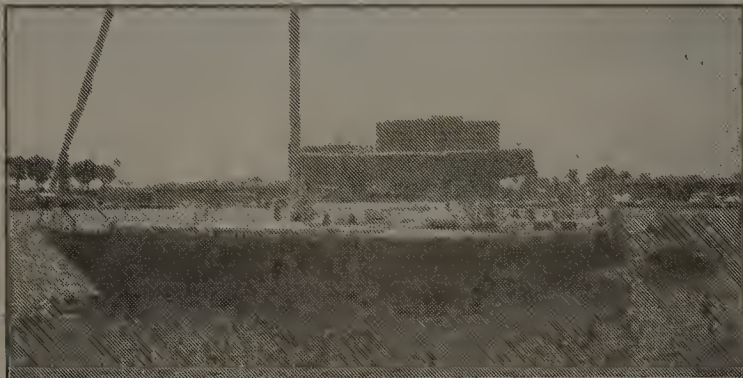
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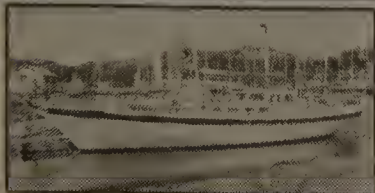


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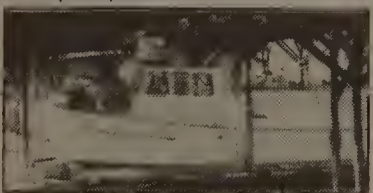
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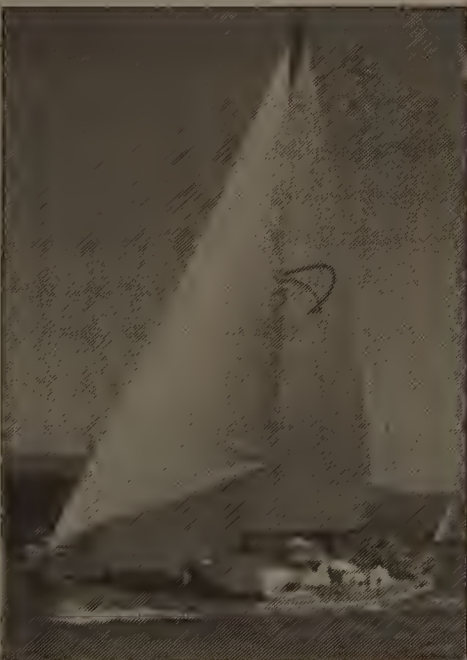
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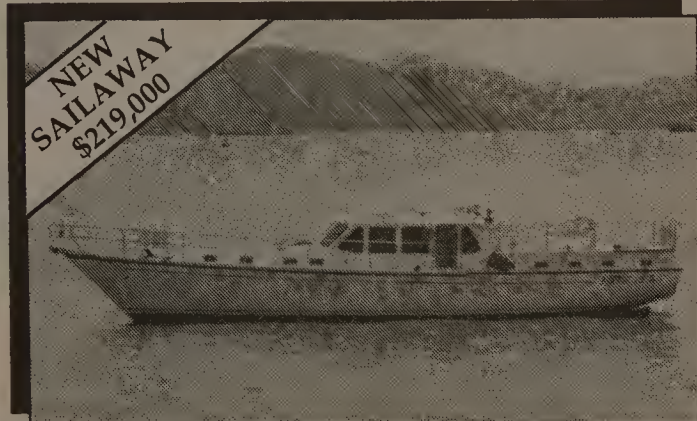


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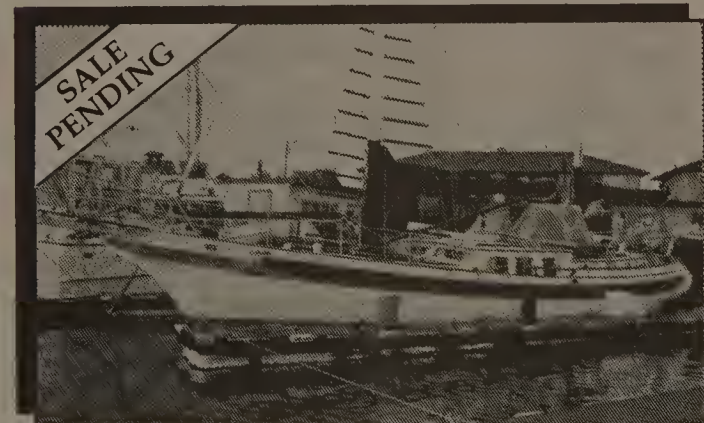
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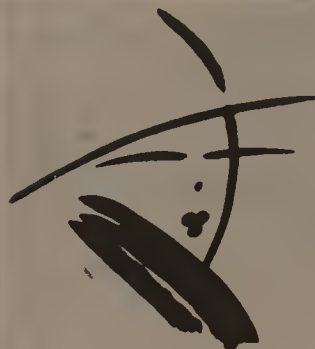
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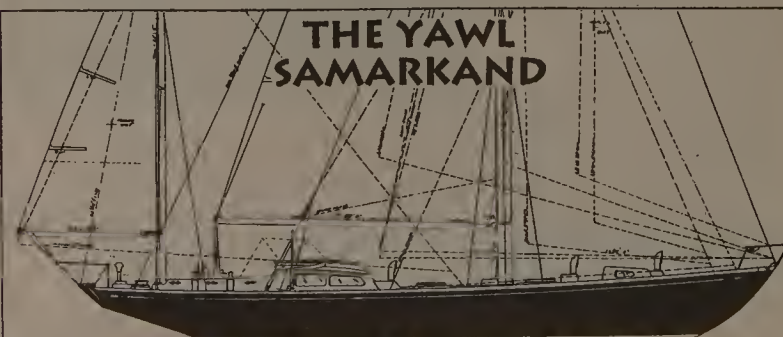
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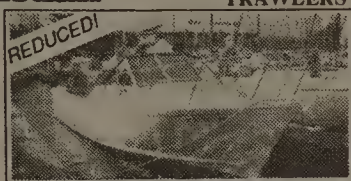


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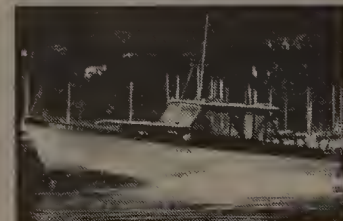
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35' FORMOSA KETCH, '78. Fiberglass, diesel. Owner anxious. Price reduced.



45' COLUMBIA, '73. Partnership breaking up. Sloop. Needs TLC. Priced to sell. Call fast won't last.

TRAILERABLE - 26' MACGREGOR, '90. With trailer, a/b, clean ....\$8,950



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### SAIL - PARTIAL LIST

BRIGANTINE <i>Rendezvous</i> .....	\$99,500
44' CUTTER .....	\$32,000
42' ALDEN MOTOR SAILER, Turba Cat Aux .....	\$40,000
40' CUTTER .....	Offers/\$49,000
40' HUNTER .....	Offers/\$95,000
39' C & C, Two Listed .....	From \$69,000
38' PACIFIC, New Zealand Quality .....	Offers/\$70,000
35' HINCKLEY Pilot, Sparkman & Stephens quality .....	\$55,000
31' SLOOP, Designed by German Frers .....	\$24,500
30' PEARSON SLOOP, diesel aux. ....	\$26,500
30' DUFOUR .....	\$16,500
29' C & C .....	\$15,900
29' TRINTELLA .....	\$17,500
29' CAL .....	\$16,500
28' ISLANDER .....	\$19,500
27' NORSEA .....	\$42,000
27' LANCER POWERSAILER, at our docks .....	\$15,000

### POWER - PARTIAL LIST

127' MIKI CLASS TUG, Ocean Going Liveboard .....	\$150,000
44' HI STAR .....	\$224,000
43' TRAWLER .....	\$100,000
35' JERRY DAILY, Our Docks .....	Offers
32' CLASSIC SEDAN .....	\$19,500



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### SELECTED SAIL

28' Pearson	\$16,000
29' Ericson	2 from \$16,500
30' Yankee	2 from \$20,000
30' Hunter, '89	\$45,500
30' Catalina	\$18,500
30' Yankee	\$29,500
30' Hunter, '89	\$45,500
33' Ranger (2)	\$24,500
34' Christopherson	\$15,000
34' Cal	\$36,000
36' Tiburon	\$79,900
36' Lancer	\$35,900
36' Mariner Cutter	\$49,000
39' Cal/Lear MkII	\$59,000
42' Tayana	\$129,000
44' Freedom	\$149,500
46' Formosa	\$98,900
46' Kelly Peterson, '85	\$225,000
47' Perry	\$138,500
47' Van Dam, steel ketch	\$160,000
48' Mariner	\$149,500
50' Force, singlehand	\$185,000
51' Formosa PH	\$190,000
57' Islander, custom	\$150,000
62' Van De Stadt MS, steel	\$798,500

### SELECTED POWER

35' Californian SF	2 from \$94,500
36' Egg Harbor, SF	\$90,000
37' Scarab Exp. '91	\$78,000
38' Mediterranean SF	\$169,000
42' Uniflite MY	\$99,500
43' Viking MY	\$175,000
46' Chris Craft Houseboat	\$49,000
46' Princess Riviera Ex '91	\$399,000
48' Fexus Sdst, '88	Offers
48' Uniflite cpm	\$139,000
48' Uniflite YF	3 from \$210,000
53' Hatteras SF	\$225,000
57' Californian Cpm	\$389,000
59' Kha Shing CPMY, '90	\$500,000
60' Hatteras CV	\$595,000
60' Vega Marina SF	\$395,000
60' Ocean Alexander FDPH	\$550,000
65' Angel MY	\$495,000
70' Heisley Exp	\$985,000
70' Elliott SF	\$950,000
72' Hatteras MY	\$1,350,000
75' Westide MY	\$895,000
82' Ft. Bragg Cstm LRMV	\$270,000
85' Intercantieri MY, '86	\$1,975,000

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### RACING SAIL

50' Santa Cruz, 1979	189,500
41' Newport, 1981	49,900
40' Choate, IOR	47,000
38' Farr sloop	75,000
35' Schock	3 available
35' J-35	trades considered!
34' Beneteau F-10, 1984	37,500
33' Soverel, by Olson	43,900
33' Ranger, 1975	19,900
30' Schock 30/30	23,000
29' Carrera 290, 1993	38,500

### CRUISING SAIL

45' Fuji ketch	159,500
44' Nautic sloop	119,500
44' Cheoy Lee	131,500
43' Columbia sloop	74,000
43' Slocum, 1985	179,000
37' Tayana	79,000
35' Formosa ketch	60,000
32' Anastasia cutter	49,500
32' Fuji ketch	55,000
30' Baba, 1984	50,000
28' Shannon cutter	52,000

### DAYSAILERS

41' Ericson, 1969	39,500
37' Hunter, 1988	69,000
36' Catalina, 1983	49,900
36' Islander Freeport	64,900
36' Lancer, 1980	39,000
35' Ericson, 1975	27,900
34' Cal MkIII	31,000
34' Catalina, 1986	45,000
33' Hunter, 1989	55,000
32' C&C, 1980	37,500
30' Newport	2 available

### SPECIALTY BOATS

70' Custom schooner	350,000
65' Crealock schooner	985,000
55' Alden schooner	149,000
50' Dynamique sloop	165,000
44' Hans Christian PH	269,000
43' Beneteau, 3 cabins	Inquire
37' Catamaran	89,000
35' Alberg	19,500
30' Willard motorsailer	Inquire
29' Gulf motorsailer	Inquire
28' Hunter, 2 cabins	28,000

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### 53' AMEL, 1989

A super Maramu - not a Mango! Only one available in the U.S. Call for details of this pedigree French cruiser.  
Asking \$395,000/offers • JOHN BAIER



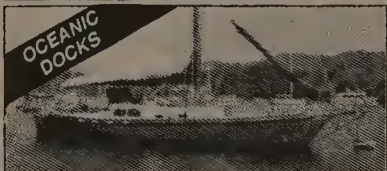
### NORSEMAN 447, 1984, Center Cockpit

New engine & jib, roller furling, genset, watermaker, electronics, etc. Superb condition.  
Reduced to \$235,000/offers • JOHN BAIER



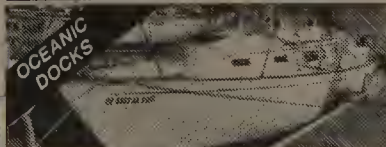
### 42' WESTSAIL, 1976

Very strong, well equipped world cruiser.  
Cutter rig, full keel, priced to sell.  
Asking \$97,500 • CRAIG SHIPLEY



### 38' STEEL ATKINS 1964/1992

Extensive refit, loaded with bluewater gear, ready to go. Out of state seller.  
Reduced to \$65,000/offers • JOHN BAIER



### 32' SABRE, 1984

New main and jib, new Autohelm, new Harken roller furling, new varnish. Shows like new.  
Seriously for sale at only \$59,900/offers  
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### 35' CHEOY LEE LION, 1962

All teak, new deck, engine, main, boom, and rigging. Master Mariner winner 1993.  
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### 45' Beneteau First 456, 1985

60hp Perkins, 3 staterooms, electronics for cruising, autopilot, bimini, dodger. Sharp!



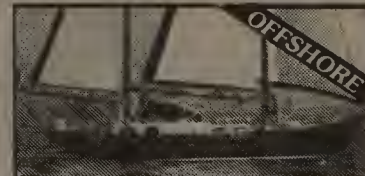
### 47' Vagabond Bluewater Cruising

Ketch, 1981. Lavishly decorated, 3 staterooms, 80 hp Ford Lehman. All sails roller furling. Ask \$155,000.



### 38' Hero, 1978

Scandinavian craftsmanship, Perkins, full electronics.  
UNIQUE CRUISER. Ask \$89,000.



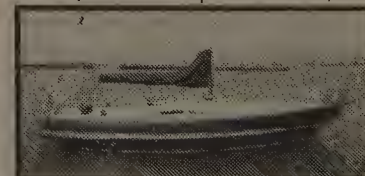
### 60' Huntingford Cruising Ketch

One of the finest performing ocean yachts available. 3 furling sys., 2 staterooms, center cockpit. Ask \$335,000.



### 42' Westsail, 1981

New interior. Pathfinder diesel. Double aft. Bluewater cruiser.



### 37' Ericson

Gorgeous interior, like new. Fabulous price for ultra clean Bay cruising sloop. Ask \$39,000.

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1988 EDEL CAT 35'  
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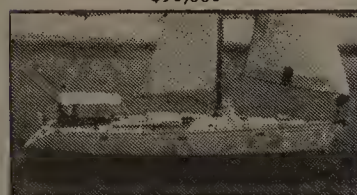
1990 BENETEAU 32s5  
\$50,000



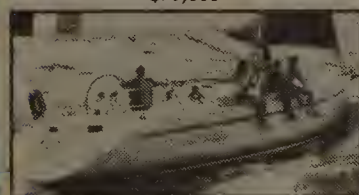
1988 BENETEAU 432  
\$90,000



1990 BENETEAU 38  
\$79,000



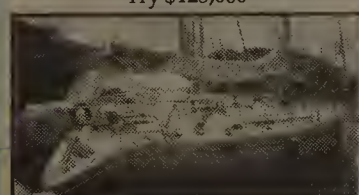
1989 BENETEAU OCEANIS 500  
Try \$160,000



1990 BENETEAU FIRST 45f5  
Try \$125,000



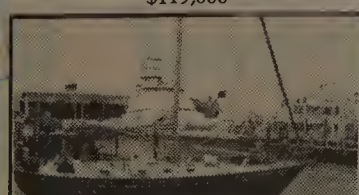
1977 56' CUSTOM KETCH  
\$99,500



1990 JEANNEAU SUN MAGIC 44  
\$119,000



1990 HUNTER LEGEND 43  
\$125,000



1989 TAYANA 42 Center Cockpit  
\$159,900



1990 CATALINA 50  
Try \$190,000

'79 Valiant 32 Cutter ..... \$12,500  
'85 Hans Christian 33 ..... \$99,000  
'86 Saturna Pilothouse 33 ..... \$78,900  
'89 CSY 33' Cutter ..... \$61,900  
'89 Beneteau 35s5 ..... New Listing \$65,000  
'79 Tayana 37 Ketch .. New Listing \$69,000  
'89 Jeanneau Sun Charm 39 ..... \$79,000  
'89 Jeantot Privilege 39 Cat ..... \$150,000  
'79 Island Trader 41 CC ..... \$69,500  
'90 Catalina 42 ..... New Listing \$125,000

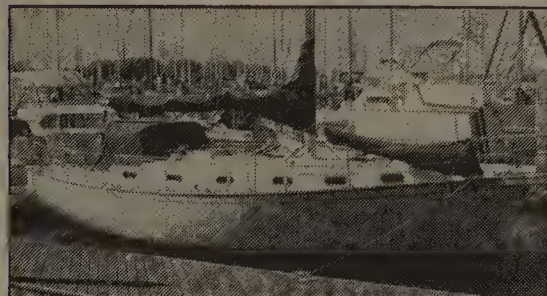
'81 Pearson 424 Ketch New Listing \$69,500  
'90 Graal Cat 42 ..... \$200,000  
'88 Jeffcat 415 (43') ..... \$165,000  
'77 Camper-Nicholson 44 CC ..... \$89,000  
'89 Gibsea 442 ..... \$125,000  
'92 Beneteau 445 ..... New Listing \$168,000  
'88 Jeantot Privilege 48 Cat .. TRY \$195,000  
'90 Jeanneau Sun Odyssey 51 ..... \$230,000  
'90 Lagoon 55 Cat ..... TRY \$405,000  
'91 Dynamique 58 ..... TRY \$375,000

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LOA: 40'6"  
LWL: 33'0"  
BEAM: 12'8"  
WT: 21,500

Was \$138,500

**Now Only  
\$129,900**

1988 38-FT ISLAND PACKET is a well-found world capable cruising boat with a bright and airy interior. *This one is like new!*



LOA: 31'7"  
LWL: 24'0"  
BEAM: 9'8"  
WT: 8,800

**\$24,500**

This 32-FT ERICSON has cruised extensively and they are well known for their good construction, fine sailing characteristics and good sea keeping abilities.



LOA: 37'9"  
LWL: 30'10"  
BEAM: 11'6"  
WT: 16,755

**\$64,500**

1981 CT 38 is a fast, comfortable offshore yacht appealing to the eye. She offers the true sailor spacious stowage and a safe platform for sailing the Bay and then to bluewater destinations.

## SELECTED LISTINGS

### POWER

34' Bayliner Trophy .....	67,500	30' Newport (2) .....	19,900
34' Carver Santiago .....	105,000	30' Catalina .....	19,500
36' Hatteras S.F. ....	60,000	31' Dufour .....	27,900
36' Carver Mariner .....	105,000	34' Hunter .....	47,500
38' Bayliner, diesel .....	109,000	37' Tayana .....	59,500
41' PT .....	115,000	37' Ericson, clean! .....	Now 49,900

### SAIL

25' Cal .....	9,995	38' Island Packet .....	129,900
25' Catalina .....	6,900	42' Golden Wave .....	119,000
27' Coronado .....	7,995	44' Hylas '84 .....	159,000
		45' Steel Cutter .....	137,500

Many more listings,  
plus new ones every week. **AND WE NEED MORE!**

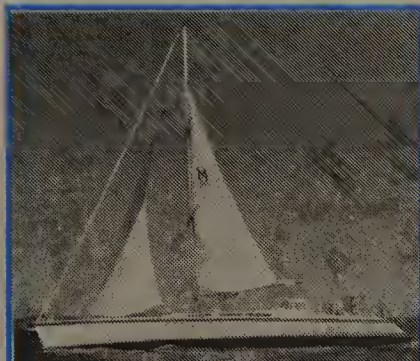
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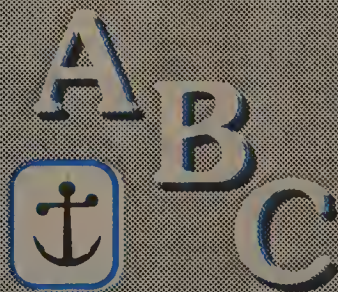
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**65' MACGREGOR.** Fastest production boat built, attains speeds of 26 knots, yet can be single handed. Very clean. **\$139,000.** Others available from \$100,000.



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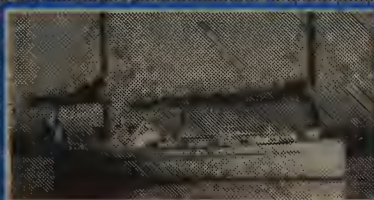
**(415) 332-7245**

**Fax 332-4580**

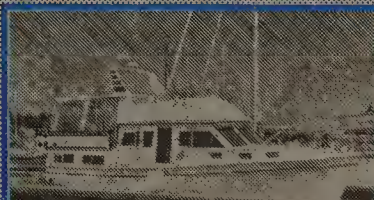


**54' Roberts Steel Ketch, '83.** No compromise 3 strm cruiser. Bright light oak interior, gleaming blue LPU hull, teak decks. This Pacific vet is ready to go. **\$249,000.**

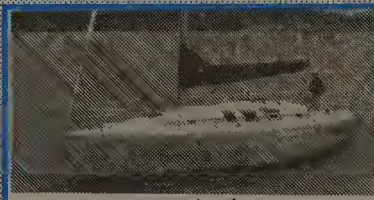
**MIKE KUSHNER • DAVE MARSHALL • PETER POWELL • PHIL HOWE • CLAY PRESCOTT**



**34' TICON 1988.** Cat ketch, splashed in '91, hands free sailing. **\$94,000.**



**40' BEST WAYS, 1984.** Stylish 2-stateroom motoryacht, twin 165hp diesels, centered queen berth. Refrig. 17 mile radar. **\$125,500.**



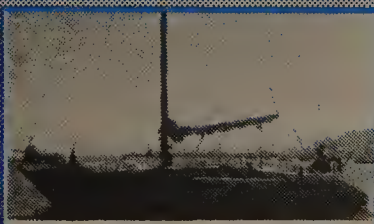
**35' BENETEAU, 1990.** High performance racer cruiser with bright interior and modern styling. Very maneuverable, easy to single hand. New \$120,000...now... **\$79,000.**



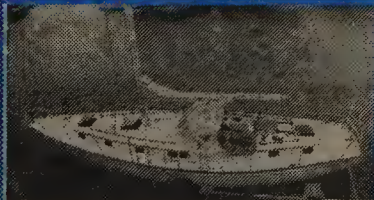
**37' HUNTER LEGEND, 1988.** Large aft master suite, walk-thru transom, recessed roller furling, and winged keel are just a few of the innovative features. **\$84,500.**



**45' STARRETT.** Roller furling main & jib, radar, AP, dodger, watermaker, new engine, GPS. **\$95,000.**



**41' LAVRONIS, 1988.** Lavronis cutter, Swan-like style. One of the fastest boats you can cruise. Wood interior. Teak decks. **\$89,500.**



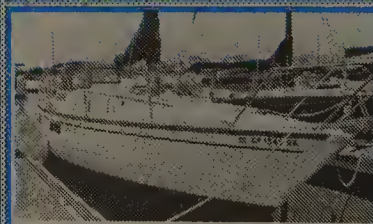
**44' PETERSON.** Original owner, vessel equipped to go cruising this season. Low maintenance fiberglass decks. **\$125,000.**

## Boating season may be over... Buying season's just begun

SAIL								
LOD	BUILDER	YR PRICE	LOD	BUILDER	YR PRICE	LOD	BUILDER	YR PRICE
65'	MacGREGOR	3 from \$100,000	34'	WYLIE	79 \$34,000	49'	ALBIN TRAWLER	'80 \$145,000
45'	HANS CHRISTIAN	\$169,000	33'	HUNTER	79 \$29,000	49'	MARINE TRADER	'78 \$175,000
43'	MULL, Sloop	'74 \$90,000	32'	C&C	84 \$32,500	47'	STEPHENS	\$179,000
41'	RHOES	'66 \$58,000	32'	COLUMBIA	76 \$24,500	46'	CHRIS CRAFT	'64 \$69,000
41'	GARDEN	'73 \$65,000	32'	ARIES	76 \$30,000	45'	CH8 SEDAN	'82 \$145,000
40'	C & C	82 \$65,000	32'	ANASTASIA	81 \$49,750	44'	LUHRS	'70 \$72,500
40'	GAFF YAWL	'72 \$36,000	31'	COLUMBIA	66 \$21,000	42'	PONDEROSA	'85 \$170,000
40'	CHALLENGER	'74 \$89,500	30'	PEARSON 303	84 \$41,500	42'	CHRIS CRAFT	'69 \$75,000
39'	C & C	'73 \$77,000	29'	CAL	70 \$19,000	38'	BAYLINER	'88 \$120,000
38'	STEEL CUTTER	'78 \$79,500	28'	HERRESHOFF	63 \$20,000	38'	BAYLINER	'83 \$99,500
37'	TAYANA	'78 \$68,000	28'	ISLANDER	77 \$19,000	38'	HUNTER	'59 \$23,000
37'	ISLANDER	'68 \$44,000	28'	ISLANDER	79 \$21,500	38'	BAYLINER	'83 \$95,000
37'	HUNTER LEGEND	'88 \$84,500	25'	YAMAHA	79 \$17,500	35'	CHRIS CRAFT	'68 \$58,500
36'	FREEPORT CC	82 \$90,000	<b>POWER</b>			34'	CALIFORNIAN	'80 \$58,500
36'	ISLANDER	3 from \$28,000				34'	CALIFORNIAN	'78 \$55,000
36'	CATALINA	'87 \$69,900	75'	WESTSIDE FG MY	'86 \$995,000	34'	CALIFORNIAN	'82 \$65,000
36'	FREEOM	'88 \$114,000	65'	CHRIS ROAMER	71 \$400,000	32'	UNIFLITE	'79 \$49,500
36'	PEARSON	'85 \$85,000	60'	BURGER	57 \$285,000	32'	CARVER	'84 \$69,850
36'	ISLANDER	4 from \$43,000	56'	FELLOWS/STEWART	'27 \$84,500	31'	RIVA	'78 \$88,750
36'	HERITAGE	'78 \$59,000	55'	CHRIS CRAFT	62 \$119,000	28'	ALLMANO SF	'79 \$31,500
36'	CATALINA	'85 \$59,500	53'	BLUEWATER	'80 \$179,000	28'	CARVER EXPRESS	'85 \$35,000
35'	MORGAN	'72 \$24,500	53'	HATTERAS	79 \$345,000	28'	SEA RAY	'86 \$33,000
35'	FUJI	'74 \$37,500	50'	TROJAN/SHEPHERD	'69 \$139,000	25'	BAYLINER	'85 \$22,500



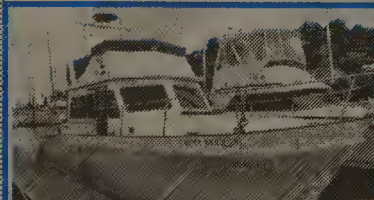
**36' FREEPORT/ISLANDER, 1982.** Extremely rare center cockpit, 2 staterooms, each with head and shower. **\$79,000.**



**35' DUFOUR, 1976.** Cruise equipped, GPS, monitor vane, dinghy, dodger, solar panels, HAM/SSB, bimini, African ribbon mahogany interior. **\$54,500.**



**42' SEARAY 420, 1990.** A fast and elegant express cruiser. Twin 375hp Cat dsls, GPS, radar, Delco convos, built-in TV's. Microwave, CD and stereo. **\$199,000.**



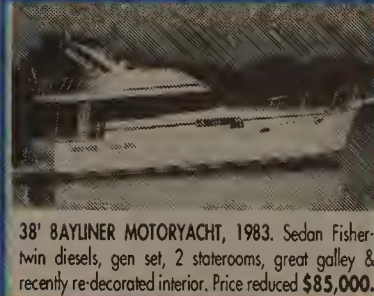
**34-FT CALIFORNIAN, 1982.** Twin diesel Sedan with o custom mahogany interior, golley down and forward stateroom. Head w/ separate shower. **\$59,000.**



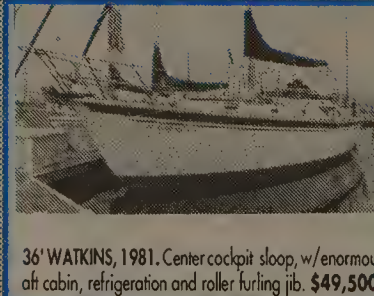
**32' WESTSAIL, 1976.** Solid cutter, low use, tillermost outipilot, 35# CQR w/ windloss, rigging new in 1987. Clean inside and out. **\$40,000.**



**IRWIN 52, 1977.** Incredible interior/cruising & living aboard, great sailing performance, 3 staterooms, new sails. **\$145,000.**



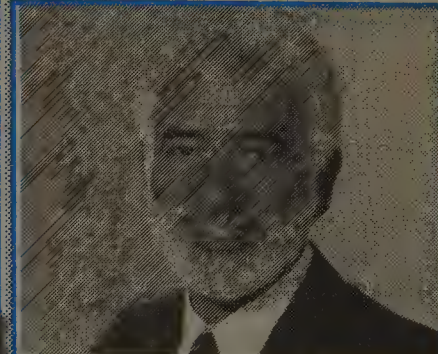
**38' BAYLINER MOTORYACHT, 1983.** Sedan Fisher-twin diesels, gen set, 2 staterooms, great galley & recently re-decorated interior. Price reduced **\$85,000.**



**36' WATKINS, 1981.** Center cockpit sloop, w/enormous aft cabin, refrigeration and roller furling jib. **\$49,500.**



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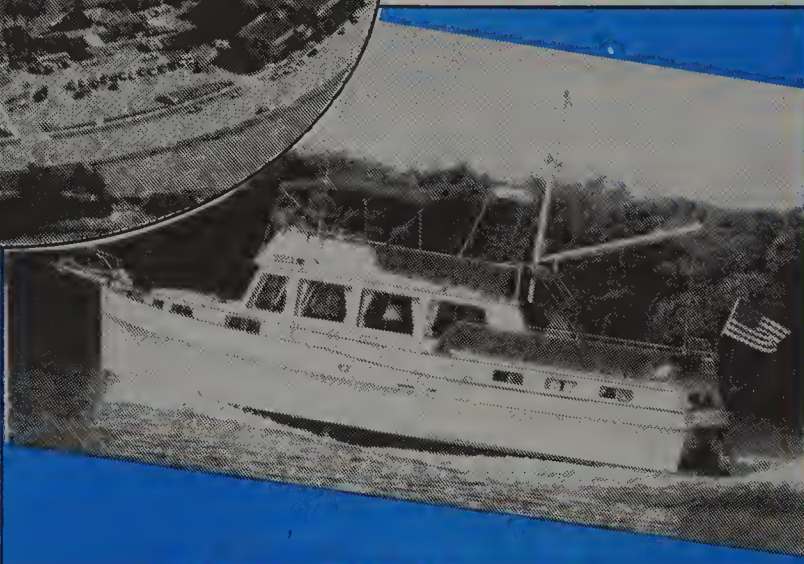
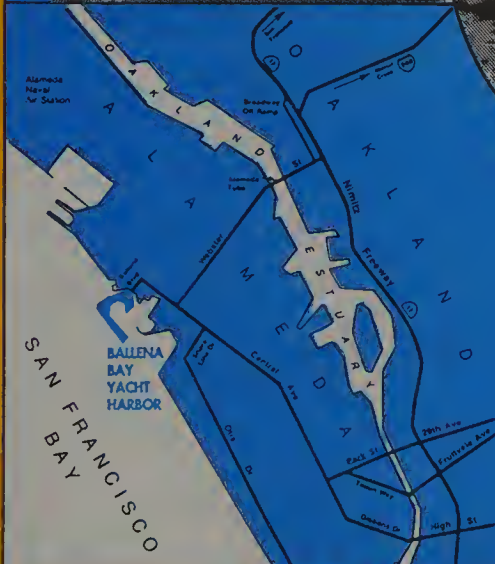
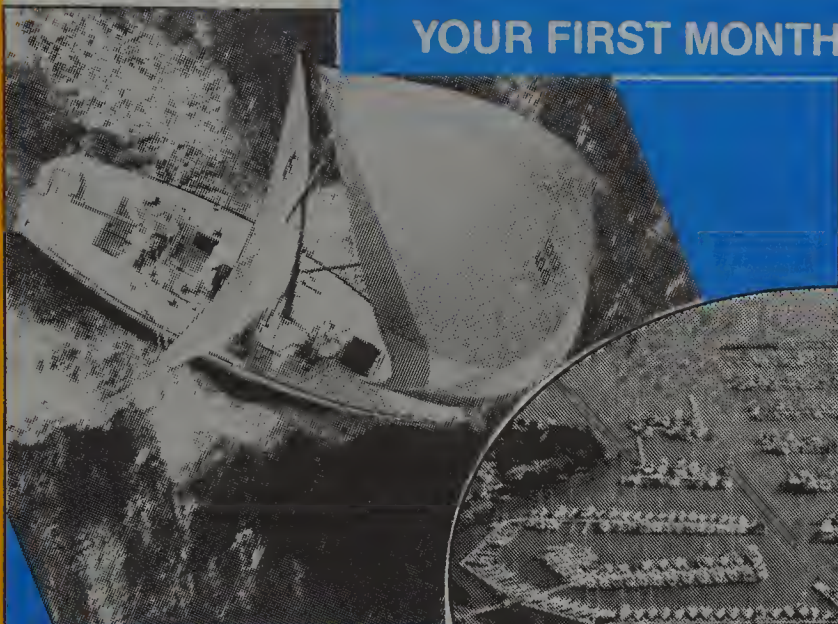
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Ballena Isle Marina.



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